

JUN 10 1912
JUNE 6, 1912

PRICE 10 CENTS

Leslie's

THE PEOPLE'S WEEKLY



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THE CHARLES SCHWIMMER PRESS

G o o d b y e

OVER 350,000 COPIES THE ISSUE

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Advertising of Advertising—A Series of Weekly Talks—No. 22



Your Daily Round

HAS it occurred to you how largely advertising influences your habits, your tastes, and your surroundings?

Just follow a day in its course.

In the morning you jump out of bed. And lo, if you are a man of the century, you are in pajamas bought of an advertiser.

You hurry into the bath. In a few moments you are in the room, encounter fixtures, soap, a flesh brush, sponge and towels; a razor, talcum, dental cream, and a tooth brush; and wind up with a nail file and military brushes—well advertised articles, every one of them.

The bath over, you slip into a union suit, a coat fitting shirt, hose, garters, shoes, clothes, all advertised, and, hurrying downstairs, are soon in the library, listening to a famous record, or two.

Night comes. The day ends. But even then advertising follows you. The button at your bedside turns off an advertised light!

Meanwhile, milady is upstairs, and oh, what man would dare try to fathom the influence of advertising in that wonderful world of hers!

Presently breakfast is served. An advertised range yields a well known cereal. That removed, the maid brings in a familiar bacon, and an equally familiar coffee, while the griddle cakes and ——, —I almost spoke the name of the syrup!

Down to the office you go. The motor? Advertised? Yes?

Arrived there, your wife reminds you, by phone, (advertised) that you are to take her party of friends to the theater in the evening, and, looking over the announcements, you are again brought face to face with advertising.

Allan C. Hoffman

ALLAN C. HOFFMAN, Advertising Director,
LESLIE-JUDGE COMPANY, 225 Fifth Avenue, New York.

I will give you a list of advertised goods used daily in my home. You are to supply a blank form and send me a picture suitable for framing.

Name _____

Address _____

L. W., June 6.

Picture Offer—

An attractive picture, suitable for framing, will be sent, postage paid, to each person who furnishes information called for in coupon.

Special Offer



YOU must act quickly. This special offer of the **LIVE WIRE SERIES** is limited to Leslie and Judge readers.

These five pictures will be sent to you, postpaid, upon receipt of \$1.00.

The regular price for these pictures is 25c each, but if you'll take all five, you can have them for \$1.00.

Send this coupon to-day.

JUDGE

225 FIFTH AVENUE, NEW YORK

WURLITZER FREE
THE SUPPLY THE U.S. GOVT
New Band Catalog

Just off the press. 300 pages. Thousands of illustrations and color plates. Every musical instrument. Highest quality and lowest prices in the world. Easy payments. Write today.

The Rudolph Wurlitzer Co.
125 E. 4th Ave., Cincinnati 333 S. Wabash Ave., Chicago

Fish Bite like hungry wolves any time if you use our Wonderful Fish-Luring Bait. Best Fish Bait known. Keeps you busy pulling them out. Write to-day and get a box to help introduce it. Agents wanted. Walton Supply Co., Desk-10, St. Louis, Mo

Leslie's

THE PEOPLE'S WEEKLY

THE OLDEST ILLUSTRATED WEEKLY
NEWSPAPER IN THE UNITED STATES
ALL THE NEWS IN PICTURES

"In God We Trust."

CXIV.

Thursday, June 6, 1912

No. 2961

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Subscriptions and advertising for all the publications of Leslie-Judge Company will be taken at regular rates at any of the above offices.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

CHANGE IN ADDRESS. Subscriber's old address as well as the new must be sent in with request for the change. Also give the numbers appearing on the right hand side of the address on the wrapper. It takes from ten days to two weeks to make a change.

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Some of Next Week's Features



Dated June 13, 1912

Among the more noteworthy contributions to the interesting issue of LESLIE'S WEEKLY of June 13th will be the following:

MR. CARNEGIE POINTS OUT THE PERILS OF PANICS, an interview with the great captain of industry and philanthropist, in which he points out the defects of what he calls our "disgraceful" currency system, advocates banking and currency reform and commends the act framed with that end in view by the Federal Monetary Commission, which has given so much able and careful consideration to this important subject.

PREPARING FOR THE GREAT PRESIDENTIAL CONVENTIONS, by Mrs. C. R. Miller, a clear statement of what is done before and during the sessions of the big political conventions, to get and to keep them in good running order.

HOW THE OCEAN TRAVELER IS FED, by Harriet Quimby, giving the entertaining reminiscences of the chief steward of a great ocean steamship and contrasting the liners of thirty years ago and those of the present.

MILLIONS SPENT ON COLLEGE ATHLETICS, by Edward R. Bushnell, the well-known expert writer on sports, telling the public of the vast sums of money needed to carry on the favorite recreations of the students in the colleges and universities.

HOW NEW ORLEANS FOUGHT A FEARFUL FLOOD, by Louise de St. Hubert Guyol, a graphic account of the recent great flood in the Mississippi River and of the successful strenuous efforts made to strengthen the levees and to prevent the inundation of the Crescent City.

OUR REVENUE CUTTER SERVICE, by one of its officers, a readable story of the work done by the vessels of this service in saving vessels, life and property at sea and in destroying derelicts which endanger navigation.

The issue will contain the usual profusion of timely and attractive illustrations.

In answering advertisements please mention "Leslie's Weekly."



Chiclets

REALLY DELIGHTFUL
The Dainty Mint Covered
Candy Coated
Chewing Gum

Look for the Bird Cards in the packets. You can secure a beautiful Bird Album FREE.

Half a million folks of all kinds—including grown-ups, children, teachers, etc., are collecting our wonderful **Bird Studies**—faithful reproductions of American birds in full colors, with description of the birds' plumage, habits, and how to know them on sight. You will find one beautiful bird picture in each packet of Chiclets. Send us any fifty of these pictures with ten cents in stamps and we will send you—free—our splendid Bird Album.

The refinement of chewing gum for people of refinement. It's the peppermint—the true mint.

For Sale at all the Better Sort of Stores
5c. the Ounce and in 5c., 10c. and 25c. Packets

SEN-SEN CHICLET
COMPANY
Metropolitan
Tower
New York



HAVE YOU TRIED



SCHULTZ GINGER ALE

Particularly Prepared for Particular People
From your dealer or sent direct

CARL H. SCHULTZ
430-444 First Ave., N.Y. City

Moth-Proof Cedar Chest

Sent on 15 Days' Free Trial



This magnificent, MOTH-PROOF Piedmont Red Cedar Chest sent anywhere on 15 days' free trial. Place it in your own home at our expense and see for yourself what a beautiful, useful and desirable piece of furniture it is. Moth, mouse, dust and damp proof. Makes unique bridal gift. Direct from factory to you at factory prices. Freight prepaid. Send for big 56-page illustrated free book showing all styles and prices and particulars of free offer. **PIEDMONT RED CEDAR CHEST CO., Dept. 22, Statesville, N. C.**



Hotel Puritan

Commonwealth Ave., Boston

The Distinctive Boston House
Booklet on request
E. P. COSTELLO, Manager

STUDY LAW at Home

Become a Lawyer **LAW** LEGAL DIPLOMA

We make your home a university. Leading Correspondence Law Course in America—recognized by resident colleges. New text, specially prepared by 20 Deans and leading univ. law school teachers. We Guarantee to coach free any graduate failing to pass bar examination. Special Business Law Course. "Legally trained men always succeed." Over 10,000 students enrolled. Begin now. Easy terms. Catalog and Particulars Free. **La Salle Extension University Box 3118 Chicago, Ill.**

PARROTS

Choice, hand-raised Mexican Red Heads or Cuban Parrots. Guaranteed to reach destination alive and learn to talk. Very amusing and entertaining. Interesting to children. Our special price if ordered before Sept. 1st only \$4.75 each. Also have Double Yellow Heads, Panamas, Amazons and other varieties at low prices. Large illustrated colored catalog free. **IOWA BIRD COMPANY, Dept. N, DES MOINES, Ia.**



The "Imperator," the Largest Vessel in the World

And the "Borussia," the First Steamship of the Hamburg-American Line

The largest vessel in the world, the Hamburg-American Line's new steamship "Imperator," was launched from the Vulcan Yard at Hamburg, Germany, on May 23. The ceremony was witnessed by tens of thousands of spectators, including hundreds of German military and naval officers and civil officials. A "baptismal" oration was delivered by Johannes Burchard, chief Burgomaster of Hamburg, and Emperor William christened the vessel, breaking a bottle of German champagne against her bows as she glided down the ways. Throughout Germany the event was considered of national significance, as the "Imperator" is expected to bring back to the fatherland the laurels wrested away by the big English transatlantic liners.

The "Imperator"—which has been built in conformity with the German laws, said to be the most rigid in the world—is 900 feet long, and will have a tonnage of 50,000. She is more than four city blocks in length, and as she has a beam of 96 feet, her deck space is acres in area. She will be driven by Parsons quadruple turbine engines which will develop 70,000 horse-power and insure an average speed of 22½ knots. These will be the most powerful marine engines ever constructed. She will be equipped with Frahm anti-rolling tanks, which will render her steady in the roughest seas. The mammoth vessel has a double bottom, and in addition will have coal bunkers at the sides, virtually giving her a double skin. She is also equipped with many transverse bulkheads, with doors worked by hydraulic power from the bridge, and quickly closable. There will be electrical communication throughout the ship and she

will carry sufficient life boats to accommodate all her passengers and crew—her passenger capacity is 4,400 and her crew will number 1,100. The most powerful wireless apparatus will be in service on board at all hours of the day and night.

If she were standing on end, the "Imperator" would be higher than the highest skyscraper in the world. Her essential structure weighs more than 100,000,000 pounds. Besides, there will be an enormous weight of furniture, pictures, dishes and other objects. It would require a train 45 miles long to carry the material used in her construction. When the passengers and crew go aboard 750,000 pounds will be added to her weight.

While she is the largest, the "Imperator" will also be the most up-to-date of ocean liners. Her main dining salon will be spacious and her public cabins will be the largest ever built. Her main lounge can be converted into a ball room, and at one end of this will be a stage for concerts and other performances. A unique feature of the vessel will be a magnificent swimming pool, reproducing a luxurious Roman bath. The vessel will have handsome suites of rooms for those desiring special privacy, squash courts, a winter garden, a tennis court and a gymnasium.

The commander of the "Imperator" will be the line's veteran captain, Hans Ruser. No captain is better known to transatlantic passengers, or enjoys a fuller measure of confidence than he. He will superintend her completion and bring her to America in the spring of 1913. Two sister ships of about the same size are also to be constructed.



View of large number of it. Amory, livery, a

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LESLIE'S WEEKLY

Vol. CXIV—No. 2961

June 6, 1912

Price 10 Cents, \$5.00 a Year



A \$1,000,000 FIRE IN A TEXAS CITY.

View of the ruins at Capitol Avenue and Main Street, in the upper business section of Houston, Texas, after it was recently swept by flames. Many important buildings were destroyed or damaged and a large number of firms suffered loss. The blaze is said to have been caused by defective electric wiring in a six story building. The fire burned nearly an entire day before the firemen were able to subdue it. Among the heaviest losers are Gogan & Brothers, musical supplies; the Stowers Furniture Company, the Hyers Drug Company, the Kenneys Drug Company, the Texas Company, Arthur Lipper, millinery, and Charles Pavlovich, confectionery. Scores of professional men and real estate and other firms occupying offices in Temple and other buildings lost all their office fixtures and business papers.

EDITORIAL

Scuttled!

FOUR YEARS ago if any one had said that the Republican party in 1912 would be like a scuttled and drifting ship, he would have been laughed at. The Republican party has changed places with the Democratic party in less than four years. The former is committing itself to all the blunders of radicalism, while the latter is tending toward old-fashioned conservative ideas.

If the Republican party were united it would be difficult for it to elect its candidate for the presidency this year. Torn with dissension, with a small body of insurgents waving the red flag, the hope of the party in the coming contest is rapidly disappearing.

We are not surprised that President Taft exclaimed, at Camden, recently, "I feel humiliated that, as President, I am the first one that has had to depart from the traditions which have kept the President at home during political controversies." The party, too, is humiliated. Every patriotic citizen is humiliated at the thought of a President and an ex-President, formerly intimate friends and associates, bandying epithets on the stump. The Republican ship is scuttled. It is sinking while the mutiny proceeds. What hope is there for a ship without compass or captain, and mutineers on deck?

What hope is there for a party with a platform torn to splinters? When Colonel Roosevelt denounces Taft he denounces a Republican President, a Republican Cabinet, and a Republican administration elected on a Republican platform. If all these are failures, then the Republican party has failed. Its opponents will be quick to make the most of this by claiming that if Taft has failed that failure justifies the demand of Colonel Roosevelt for another kind of administration.

Isn't it lamentable that if the party suffers defeat this year it will come not through open warfare of its enemies, but because of the insurrection of its former friends, including one of its greatest beneficiaries?

The nomination of "a dark horse" is the last and only hope of the Republican party in this gravest of all the perils it has had to meet since the time of Abraham Lincoln.

Bigness.

BIGNESS is a purely relative matter. The big thing in the eyes of one is small in the view of another.

We have heard a great deal in the last few years about "big business" and its corruption. Some big corporations have been corrupt and monopolistic, but demagogues and yellow journals have preached the doctrine that all business that is big is bad, that it must be bad because it is big.

But a business doesn't need to be a monopoly in order to be "big." To the misfits who find difficulty in making both ends meet, the man who is successfully carrying on a business with ten or twenty thousand dollars' capital represents "big business." To the man with nothing, \$100 looks as big as \$25,000 does to some one else who is making a success of life. To all intents and purposes the latter seems to the former to be in the millionaire class.

We have no right to penalize success. What we want to do is to increase the number who belong in

that class. Business isn't bad because it is big. The chances are that it is big because it has been intelligently managed and offers to the public something a little better than the average.

In the United States every man has a chance. The poor to-day may be rich to-morrow. What we want is a fair chance for everybody, the same law for rich as for poor, for big as for little business. That is what we have, and the demagogue who goes about sowing the seeds of discontent is unworthy of the right of citizenship in this great republic.

Fair Play for Railroads.

THE PEOPLE of this country should awaken to an impending danger. Our greatest industry is menaced by bankruptcy. The railroads of this country, whose employees number over a million, whose pay-roll is constantly increasing and whose importance as a factor in upbuilding a new country is paramount, are suffering from such oppression that their welfare is very seriously endangered.

The railways have been passing through a season of great trial. Such an eminent authority as the *Financial Chronicle* editorially declares that "serious harm to the country as a whole must result if the present policy is pursued much longer and the railroads are not treated fairly and equitably, the same as all other business interests." We agree with this conclusion and we are glad to see that some of our leading railroad officials, including President Lovett of the Southern Pacific, President Bush of the Missouri Pacific and Edward T. Jeffery, the chairman of the board of directors of the Denver and Rio Grande Railroad, are speaking out publicly and clearly upon the subject. It is a misfortune that our captains of industry have not more generally followed the example of Judge Gary, of the Steel Corporation, and openly appealed to the public sense of fair play in discussing legislation affecting the prosperity of the country.

Mr. Jeffery was one of the principal speakers at the noteworthy annual dinner of the Traffic Club, of Pittsburgh. His stirring address was received with the strongest approval. Every business man in the country and every workingman, especially every railroad employe, could read it with interest and profit. Mr. Jeffery said that unless the greatest interests of the country—which include the transportation and industrial interests—are given a fair opportunity by the government to carry on their work, the progress of the country must be jeopardized.

Under present conditions, said Mr. Jeffery, the railroads are no longer in the actual management of those who put their money into them, because public tribunals establish the rates and the rates control the revenues. The revenues control the managers and the owners, and also control the bankers, for, where the margins of profit are small, banking must be done at excessive cost. Thus railroads are obliged to pay for funds at such a cost that they cannot provide for needed improvements and extensions. The growth of the population from 1860 to 1910 has been from 31,000,000 to 92,000,000, and industrial growth has kept pace with this, until, as Mr. Jeffery says, "there is not an uncultivated field, except it be pasture or timber land, from the Alleghanies to near the foothills of the Rockies." Under such conditions our railways must expand.

Mr. Jeffery emphasized the fact that, while the

revenues of the railroads are controlled by the government on the basis of what it deems just and reasonable, the price of labor is controlled by public sentiment. He urged, for the benefit of all interests involved, that there should be "the friendliest co-operation and support of the government in establishing a higher but still a reasonable and just scale of transportation prices." He regards this as an essential feature at a time when the cost of living is on a higher basis than in former years.

Few questions are of profounder interest to the welfare of the people than those which Mr. Jeffery presented in his masterly address at Pittsburgh. Way down in their hearts the American people have a sense of justice and fairness, to which an appeal can always be taken. Mr. Jeffery has made that appeal. It should be listened to.

Our Readers' Vote for President.

LESLIE'S presidential preference primary, which had been in progress since January last, was recently closed. The total number of votes cast was 5,169, an unusually large number for a newspaper contest of this kind. The fact, however, that out of the million readers of LESLIE'S only 5,169 took the trouble to send in their ballots reveals lamentable popular indifference as to the result of the coming presidential campaign.

In such tests of the voters' sentiment the strong partisans are eager to express their preference, while the thinking and more or less independent citizens are in no haste to do so. The outcome of LESLIE'S presidential contest should be considered in the light of this statement. While the figures are exceedingly interesting, they are by no means conclusive as to the views of the majority of the people. The final tabulation of the 5,169 votes cast is as follows:

Theodore Roosevelt.....	2,234	William J. Bryan.....	108
William H. Taft.....	1,391	Charles E. Hughes.....	81
Woodrow Wilson.....	478	Oscar W. Underwood.....	75
Robert M. La Follette.....	211	A. B. Cummins.....	19
Judson Harmon.....	153	Hoke Smith.....	18
Eugene V. Debs.....	134	Frank S. Black.....	13
Champ Clark.....	132	Scattering.....	112
		Total.....	5,169

Colonel Roosevelt's plurality over President Taft is thus shown to be 843, and over both Taft and La Follette 632, while Governor Wilson had a plurality of 10 over the aggregate vote for Clark, Harmon, Bryan and Underwood. Votes for not less than 56 candidates are included under the head of "scattering." These include 8 votes for Governor Foss of Massachusetts, 7 for former United States Senator Foraker of Ohio, 6 for former Senator Beveridge of Indiana, 6 for Postmaster-General Hitchcock, 6 for William Randolph Hearst, 5 for United States Senator Root of New York, 5 for Mayor Gaynor of New York City, 4 for Booker T. Washington, 3 for Joseph G. Cannon, 3 for John Wanamaker, 3 for E. C. Simmons and 2 for former Vice-President Fairbanks. John D. Rockefeller, Secretary of State Knox, J. P. Morgan, Andrew Carnegie, George W. Perkins, Judge Gary and Vice-President Sherman received one vote each. Facetious voters honored Emperor William of Germany and King George of England with one vote each.

The returns show that Colonel Roosevelt retained his lead over Mr. Taft from the beginning to the end of the contest. His vote came mainly from the West.



A GREAT COMPANY OF PROMINENT PRODUCERS AT A FEAST.

Annual dinner of the National Association of Manufacturers at the Waldorf-Astoria, New York. The banquet signaled the close of the three days' convention of the organization. The attendance was 500, and President David M. Parry acted as toastmaster. Speeches were made by Congressman Joseph A. Fordney of Michigan, Job B. Hedges, and Nathaniel Curry, president of the Canadian Manufacturers' Association. Congressman Fordney denounced the tariff bills proposed by the Democrats in Congress, and said the tariff was a vital issue between the two parties. His address was loudly applauded.

The Western States gave him 1,327 votes, and Mr. Taft 824; the Southern States 316 votes, and Mr. Taft 167; the middle States 427 votes, and Mr. Taft 234; the Eastern States 150 votes, and Mr. Taft 144. Illinois furnished Mr. Roosevelt's largest support from any one State, giving him 195 votes to 58 for Mr. Taft. Missouri gave Roosevelt 155 votes, and Taft 51; Ohio 141 votes, and Taft 137; California 133 votes, and Taft 41. New York gave Roosevelt 197 votes, and Taft 145; Pennsylvania 168 votes, and Taft 48.

To the superficial observer this ballot may have decisive significance, but experienced politicians know how little dependence can be placed upon the staying qualities of what is generally called the crowd. No candidate for the presidency in our day attracted a larger or more enthusiastic following than James G. Blaine. He was a popular idol. The enthusiasm at his public meetings was greater than that which has been manifested during the excited canvass in Ohio and New Jersey for Taft or Roosevelt. Yet Blaine was defeated by Cleveland—a man who was looked upon almost with indifference as a public speaker, who never awakened profound enthusiasm or stirred the imagination of a great crowd excepting in very rare instances.

The presidential contest this year will be decided not by the shouters, but by the thinkers. The balance of power rests in the hands of unseen forces—the voters who care much less for striking personalities than they do for patriotic considerations—the silent voters whose first concern is the perpetuity of the institutions on which our government has been safely founded and which have sustained it for more than a century of wonderful development, prosperity and progress.

Which Hand Wins?

AT THIS writing both Taft and Roosevelt claim to control the nomination at Chicago, but we repeat what we said in the last issue, that the one who controls the Republican National Committee will have power to control the convention.

Colonel Harry S. New, of the national committee, announces that it has selected Senator Root for temporary chairman of the convention, in performance of one of its clearly defined duties and solely because of Mr. Root's great abilities and his conspicuous fitness for the place. If Colonel Roosevelt controls the national committee, some other man, probably Senator Clapp, of Minnesota, will be named as temporary chairman.

The extraordinary statement is made, though apparently on no one's authority, that Colonel Roosevelt's friends (who at the recent election secured control of the delegations in a number of States now represented on the national committee by Taft men) may organize a new national committee with a majority of Roosevelt men before the opening of the convention and name their own chairman. Such a course would be unprecedented and would open the way clearly for two Republican conventions, two candidates and thus inevitably for defeat at the polls.

Following the precedent, Mr. Root will be named by the national committee for temporary chairman. If Colonel Roosevelt controls a majority of the delegates, they can move to substitute some other name than Mr. Root's for temporary chairman. If they fail to do this, it will be an evidence that Colonel Roosevelt does not control a majority.

The temporary chairman will appoint the committees, including one on contested seats. On the report of this committee may hang the question of whether Taft or Roosevelt controls.

It must be borne in mind that the roll of delegates is prepared by the national committee and that the delegates it seats at the opening of the convention will be entitled to retain their places, unless unseated in favor of contesting delegates.

These few facts again emphasize the value of the control of the national committee at the supreme moment in a close struggle between two leading candidates such as we are now witnessing.

Safety at Summer Resorts.

THERE can be no happiness without health. Every summer vacationist should see to it that the resort he may visit on his vacation is in good sanitary condition. About twelve thousand campers will live in tents in the vicinity of New York City this summer, and Health Commissioner Lederle has determined to enforce the sanitary laws rigidly in all these camps. He says that this is imperatively needed, as there is always the possibility of typhoid fever unless precautions for the proper supply of pure water and sanitary devices are taken. He also advises special supervision of milk supplies.

This confirms the judgment of **LESLIE'S WEEKLY** in deciding to accept for its Summer Resort Number (the issue of June 20th) announcements only of such hotels, resorts or boarding houses that can present certificates from the properly constituted health authorities or from a laboratory of established reputation that the water supplies and sanitary arrangements conform with the necessary requirements for the maintenance of health.

Announcements for our Summer Resort Number will be accepted up to June 10th. Those who desire to be represented in the issue must forward to us, with copy of their advertisement, the necessary certificates regarding the purity of the water supplies and the perfection of their sanitary systems. No advertisements from resorts that cannot furnish such proofs will be accepted for publication in **LESLIE'S**. Certificates can be obtained from the local health officers or from laboratories of established reputation. Proprietors of summer resorts who desire further information on these lines need only communicate with the "Health Resort Department, **LESLIE'S WEEKLY**, 225 Fifth Avenue, New York City," to have the necessary information forwarded promptly.

We invite readers of **LESLIE'S** who have found unsatisfactory sanitary conditions or unwholesome water at summer resorts to give us the facts in detail regarding the same. Nothing is of greater importance than the preservation of the public health.

The Plain Truth.

IT IS better to be right than to be Roosevelt.

WASTE! We have paid too much for "bob-veal" statesmanship. Our method of selecting leaders ought to be broadened out so as to include something besides a test of their vocal powers.

OUR PLATFORM: We are for progress along the constitutional and conservative lines that have always strengthened American institutions, advanced the interests of the people and promoted their highest prosperity.

QUERY! Colonel Roosevelt says President Taft has been "faithless" to his trust. Who was responsible for the nomination of Taft? The President says it was Roosevelt, and Roosevelt agrees with him. If in the selection of a successor to fill the highest office in the gift of the people Colonel Roosevelt showed poor judgment, is he not liable, if elected to the presidency for a third term, to make more serious errors? What greater error of judgment can there be than in the selection of a President who proved "faithless"? This outclasses the drafting of a platform or the laying out of a party policy. These are the shadows; the President is the substance. Who has been faithless?

LYNCH! Lynch law has no place in a civilized community. No body of citizens has the right to inflict summary punishment upon offenders when we have courts of law for our protection. The people of San Diego may not have liked the presence in their city of Dr. Ben Reitman, manager of Emma Goldman, but that doesn't justify vigilantes in spiriting Reitman out of the city, tarring and feathering him, and

then tracing on his body with a lighted cigar the letters "I. W. W." In their opposition to the Industrial Workers of the World and to the revolutionary Socialists, their methods and utterances, the citizens of San Diego have given an illustration of the practical working of anarchy, the thing they most fear.

WAGES! Labor ought to receive as high a wage as industry can afford. The higher cost of living has called for higher wages. But with the earnings of industry on the decrease, a readjustment will soon become imperative. Corporate earnings in the United States decreased \$115,500,000 during 1911, according to the report made by Royal E. Cabell, Commissioner of Internal Revenue. Net receipts suffer much more than gross receipts, due, of course, to the increased wages paid to labor. This was particularly so in the case of the railroads which have paid increased amounts for labor, but, as the commissioner says, "without a corresponding increase in income being indicated, in many cases an actual decrease in income being shown." The government rules that the railroads shall not increase their rates. But if they are to pay higher wages, higher prices for all material and supplies, and carry out the improvements planned and which the public demand, they must either be permitted to advance rates or in a few years they will be forced into bankruptcy.

TY! ONLY by unceasing vigilance can our national game be kept clean. When "Ty" Cobb jumped into the bleachers and "smacked" the handless cripple who had been heaping abuse upon him, the least that President Johnson of the American League could do was to "indefinitely suspend" the famous outfielder. The "direct action" method of settling grievances has become a habit. It would have been quite as manly for "Ty" to have appealed to an officer and had the offender put off the grounds. But the rowdy spectator should be dealt with as summarily as the ruffian player. The price of a ticket doesn't give the spectator the right to insult the player, and the latter has just ground of complaint when he is subject to fine or suspension while the spectator is free to insult and abuse as he may please. By adequate policing, players could be relieved of the possibility of such abuse. A large majority of those patronizing baseball believe in a clean game and would welcome more drastic methods in putting down rowdism, whether in grandstand or bleachers.

THE ECONOMICAL plan of exchanging books, magazines and other publications which prevails among subscribers in other lands is apparently followed to some extent also in this country, for we note in our illuminating contemporary, the *New York Globe*, an advertisement reading as follows:

SUBSCRIBER OF "LITERARY DIGEST" will exchange every week with subscriber to "Leslie's Weekly," each one to read his weekly first and then send to exchange. Box B550, Globe downtown.

The advertiser evidently appreciates the fact that in the *Literary Digest* he gets a resume in the best literary style of the events of the period, and that for his further edification he could find it of advantage to see the news of the week in pictures in the oldest illustrated weekly newspaper in the United States. **LESLIE'S WEEKLY** has, for nearly sixty years, continuously reflected, pictorially, in its ample pages the stirring events throughout the world. It has not deviated from the policy it first laid down of being "an illustrated weekly newspaper." It leaves the field of fiction, and ponderous political and economic essays to those who hold it. The fact that its circulation is now at the highest point it has ever attained, approximating 350,000 copies weekly, which means nearly a million of readers, is the best evidence that interest in the pictorial representation of news events is constantly increasing. **LESLIE'S** is the moving-picture show of the literary world. No wonder the people read it.

Notable Banquet Held by Democratic Women



Left to right: Mrs. T. H. Pickford, Mrs. Champ Clark, the toastmistress at the breakfast, and Mrs. James Houston McDowell.



Mrs. Oscar W. Underwood, wife of one of the presidential possibilities, and a guest of honor at the breakfast.



Left to right: Mrs. Henry D. Clayton, Mrs. Bedell Parker, Mrs. William J. Bryan, and Norman E. Mack, chairman national committee.



Left to right: Mrs. Norman E. Mack, wife of the chairman of the Democratic National Committee and a guest of honor at the breakfast, and Miss Laura Merriam.



Left to right: Mrs. William F. Dennis, Mrs. Charles Nelson Riker, dressed in a costume of the Dolly Madison period, and Mrs. Mann Barber.



Mrs. Anna Randolph Heth dressed in Martha Washington's clothing. All the garments were once worn by the wife of the first President and are yellow with age.

THE FIRST national political banquet ever arranged for women only was the breakfast given recently in Washington in honor of the one hundred and fortieth anniversary of the birth of Dolly Madison, who was the wife of President James Madison and for many years the mistress of the White House. More than four hundred women were in attendance, including many of the most charming and distinguished ladies in America. Except for the members of the Marine band and the waiters there were no men present. The guests, all of the Democratic faith, were exquisitely arrayed, good fellowship reigned, clever speeches were made and the occasion was most enjoyable.

The guests of honor included Mrs. William Jennings Bryan, Mrs. Judson Harmon, Mrs. E. N.

Foss, Mrs. Oscar W. Underwood, Mrs. Norman E. Mack, Mrs. Perry Belmont and Mrs. S. W. Ralston. Descendants of Dolly Madison occupied a special table and received much attention. Miss Genevieve Clark, daughter of the Speaker, presided over a table of belles and daughters of the Democracy. At each plate was a unique place card in the form of a sterling silver reproduction of the famous Dolly Madison snuff-box, with Mrs. Madison's portrait. An additional souvenir was a booklet called "Who's Who in Feminine Democracy." It contained sketches of the Congressional women and the guests of honor.

Mrs. Champ Clark, wife of the speaker of the House, acted as toastmaster, and proved to be an excellent one. When she entered the hall she was given a rousing ovation. Mrs. Clark's ready wit

brought forth many a laugh. Toasts were responded to as follows: "Dolly Madison's Snuff Box," Mrs. S. W. Ralston; "The Women of the White House," Mrs. Norman E. Mack; "Women of the Cabinet," Mrs. Judson Harmon; "The National Press," Mrs. Henry T. Rainey; "The Congressman's Wife," Mrs. T. M. Owen; "Mrs. Thomas Jefferson," Mrs. Martin W. Littleton; "Dolly Madison," Mrs. William Jennings Bryan; "James Madison," Mrs. A. S. Burleson.

Among the features of the occasion were costumes of the olden time worn by some of the guests. Mrs. Charles Nelson Riker appeared in a costume of the Dolly Madison period, while Mrs. Anna Randolph Heth was attired in clothing formerly worn by Martha Washington.

Bandits Hold Up a Train and Steal \$200,000



Scene of ruin in the shattered express car. The explosions of dynamite wrecked the interior and broke holes through the sides and the roof of the car.



Sections of the demolished safe. The safe was so strong that for a time it resisted the efforts of the robbers to blow it open. The seventh dynamite blast, however, was effective.

ONE OF THE boldest train robberies in the history of the South took place lately at Okahala, eight miles south of Hattiesburg, Miss., on the New Orleans and Northeastern division of the Alabama Great Southern Railroad, commonly called the Queen and Crescent route. The amount of loot secured is estimated at over \$200,000. When the New Orleans-New York train No. 2 slowed down for

a stop at Hattiesburg, two armed bandits crawled over the tender and ordered the engineer and fireman to pull around a curve and stop the train. The engineer was then forced to go to the express car and call out the express messenger. One of the bandits kept the trainmen covered with revolvers, while the other dynamited the safe in the express car. It required seven blasts to demolish the safe, and then the

bandits robbed it and escaped. The train was a long one and every car was crowded, but the passengers were not molested. The stolen money was being shipped to Meridian, Miss., where it was to have been paid to Alabama and Vicksburg Railroad employees. The inside of the car was wrecked by the force of the explosion. A posse was organized to pursue the robbers.

Merits and Claims of the Presidential Rivals

A Final Broadside Appeal from Each of the Big Campaign Managers to the Voters and Delegates



HON. ELIHU ROOT,

United States Senator from New York, who has been designated as temporary chairman of the Republican National Convention.



VICTOR ROSEWATER,

Owner of the Omaha "Bee," who is acting chairman of the Republican National Committee.



WILLIAM A. PRENDERGAST,

Comptroller of the City of New York, who will present Colonel Roosevelt's name to the National Convention in Chicago.

William H. Taft.

By Hon. William B. McKinley, Director of the Taft Campaign.

WASHINGTON, D. C., May 18, 1912.

EDITOR OF LESLIE'S—President Taft will be renominated:

- I. Because he deserves a renomination. His first administration has been characterized by safe, sane and progressive statesmanship, constructive and not destructive in its tendency, as shown by its record of achievements.
- II. Because he has been the President of the whole people. He has never deviated from that straight and narrow path of equal justice to all, regardless of race and creed, free from political



REPRESENTATIVE WILLIAM B. MCKINLEY.

bias, and without consideration as to whether the individual affected was rich or poor, powerful or weak, friendly or unfriendly to him personally.

- III. Because he has been the President of the whole United States. He has not been a self-seeking politician, a rampant advertiser of virtues, real or alleged, but a patient, plodding, patriotic, self-sacrificing servant of the whole people, who loves his country better than he loves mere power and better than he loves himself.
- IV. Because he is a man of peace. He favors peace, both national and international, and among those phases of domestic tranquillity which contribute most to the widespread prosperity and happiness of the whole nation, he favors especially industrial and commercial peace in full accord with the laws of the land.
- V. Because he is the embodiment of the constitution and the law. As judge, Governor, Cabinet officer and President he has ever upheld the rights of all human kind for equal opportunity under the law, and the oppressed, whether they be savage or civilized, individual or corporate, have always known that in him they had a sure bulwark against injustice of any kind or from any source.
- VI. Because his honor and integrity are unsullied and his veracity unimpeached. In other words President Taft is the personification of the highest attributes of the presidential office and as such he is the worthy successor of Washington, Lincoln and McKinley, each of whom deserved and received two terms as the Chief Executive of the nation.

WILLIAM B. MCKINLEY.

Champ Clark.

By Hon. Fred T. DuBois, Director of the Clark Campaign.

WASHINGTON, D. C., May 18, 1912.

EDITOR OF LESLIE'S—We submit that Champ Clark should be nominated because:

- I. He has never wavered in support of his party's



EX-SENATOR FREDERICK DuBOIS.

candidates and party policies, and has a consistent record for party loyalty.

- II. His record in public life cannot be assailed from any quarter, covering, as it does, long and distinguished public service. It is a record of effective and progressive leadership, having to its credit achievements of great public moment, particularly in his work as the leader of his party in the popular branch of Congress.
- III. He can unite the Democratic party as he brought together the Democratic forces of the House. All elements of the party would turn to him enthusiastically. No other candidate would receive the same hearty support of all Democrats.
- IV. He has always been a consistent advocate of an effective program for the people's rule.
- V. The policies for which he stands, represented by the work of the Democratic minority under his leadership, prior to his promotion to the Speakership, and by the achievement of the distinguished body over which he presides, have already received the approval of the American people. The Democracy won control of Congress in 1910 upon the record made by his party under his constructive leadership.
- VI. His popular strength, demonstrated in every State from Massachusetts to California, insures his nomination and vouchsafes his election, because his candidacy appeals with rare force to the rank and file of the American people.

FRED T. DuBOIS.

Theodore Roosevelt.

By Hon. Joseph M. Dixon, Director of the Roosevelt Campaign.

WASHINGTON, D. C., May 18, 1912.

EDITOR OF LESLIE'S—Theodore Roosevelt will be nominated and elected:

- I. Because he is the greatest living champion of the plain people.



SENATOR JOSEPH M. DIXON.

- II. Because he is the greatest living champion of the rights of the majority.
- III. Because he is the greatest living champion of popular rule.
- IV. Because he is the greatest living exponent of the principles of Abraham Lincoln.
- V. Because he is the greatest leader in the Republican party combining sound statesmanship with great generalship, unflagging energy and dauntless courage.
- VI. And finally because he has the delegates and will get the votes.

JOSEPH M. DIXON.

Oscar W. Underwood.

By Hon. John H. Bankhead, Director of the Underwood Campaign.

WASHINGTON, D. C., May 18, 1912.

EDITOR OF LESLIE'S—Oscar W. Underwood should be named by the Democrats at Baltimore as the party standard-bearer:

- I. Because of his equipment. He is just fifty years old, the Golden Age of Man. He possesses rare acumen, remarkable industry, high character, extraordinary ability and a finished classical and professional education. For eighteen years he has served as a member of the national House of Representatives, during which period he has grown in wisdom and experience, and to-

day he stands with a demonstrated record unequalled in American parliamentary life.

- II. Because of his record. His record as a private citizen, as a political leader, and as a practical legislator is without a flaw and challenges the closest scrutiny.
- III. Because of his record on the tariff. The people of all classes are demanding a downward revision of the tariff. Mr. Underwood is logically the personification of this issue. Tariff reduction and reform against protection, the mother of the trusts, will constitute the first plank in the Democratic platform.
- IV. Because of his party leadership. Mr. Underwood by virtue of his position as House majority



SENATOR JOHN H. BANKHEAD.

leader is the actual head of the national Democracy. The Democratic party has never yet been so successfully led. This is due in large part to the tact and wisdom of Mr. Underwood, and because of the confidence of the Democrats of the House of Representatives in his ability, manliness and wisdom.

- V. Because of his broad Americanism. Mr. Underwood has made a widespread and distinctive impression not only as the honest, bold, sagacious leader of the House majority and not only as a masterful Democrat, but as an American publicist and statesman—a man of affairs, with a broad conception of his responsibility to the whole people.
- VI. Because of his availability. His equipment, his private and public record, his distinguishing position on the tariff, his masterful leadership of the House majority and his broad Americanism, all constitute so wide and substantial an appeal to the thoughtful members of his party, both the leaders and the men in the ranks, that he is easily the most available candidate whom the Democratic party has to offer.

JOHN H. BANKHEAD.

Judson Harmon.

By Hon. Hugh L. Nichols, Director of the Harmon Campaign.

COLUMBUS, O., May 17, 1912.

EDITOR OF LESLIE'S—Judson Harmon should be nominated for the presidency because:

- I. In his entire career as a public official, judge, Attorney-General of the United States and Governor he has displayed wonderful brain power and capacity for solving perplexing problems, qualifications that, to a pre-eminent degree, fit a man for the chief magistracy.
- II. With him as the candidate, the Democratic party would have a strong asset in his administration as Governor. Ohio, under his administration, has advanced into the front rank with the very

(Continued on page 660.)

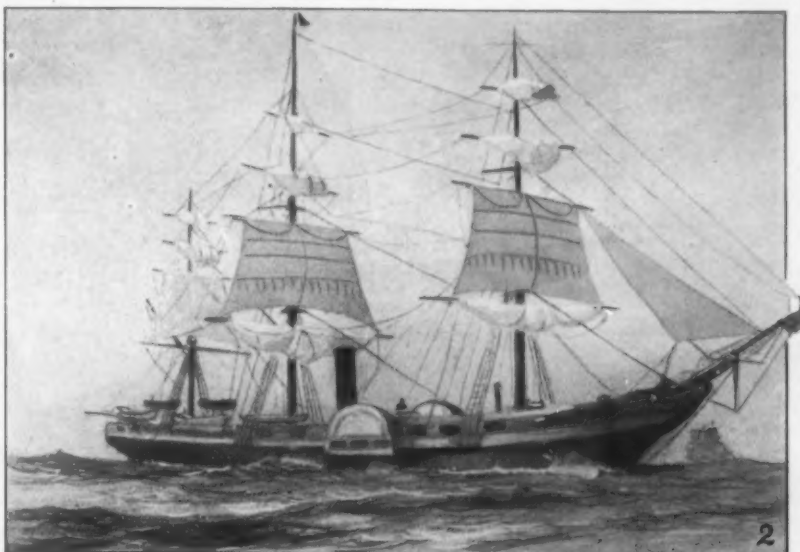


HUGH L. NICHOLS.

One Hundred Years of the American Navy



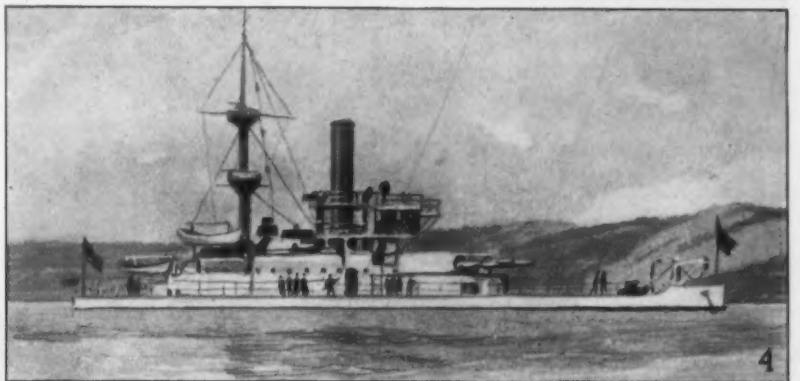
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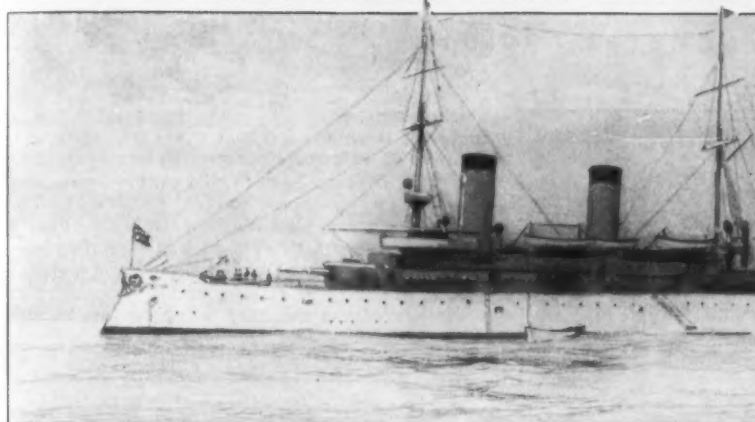
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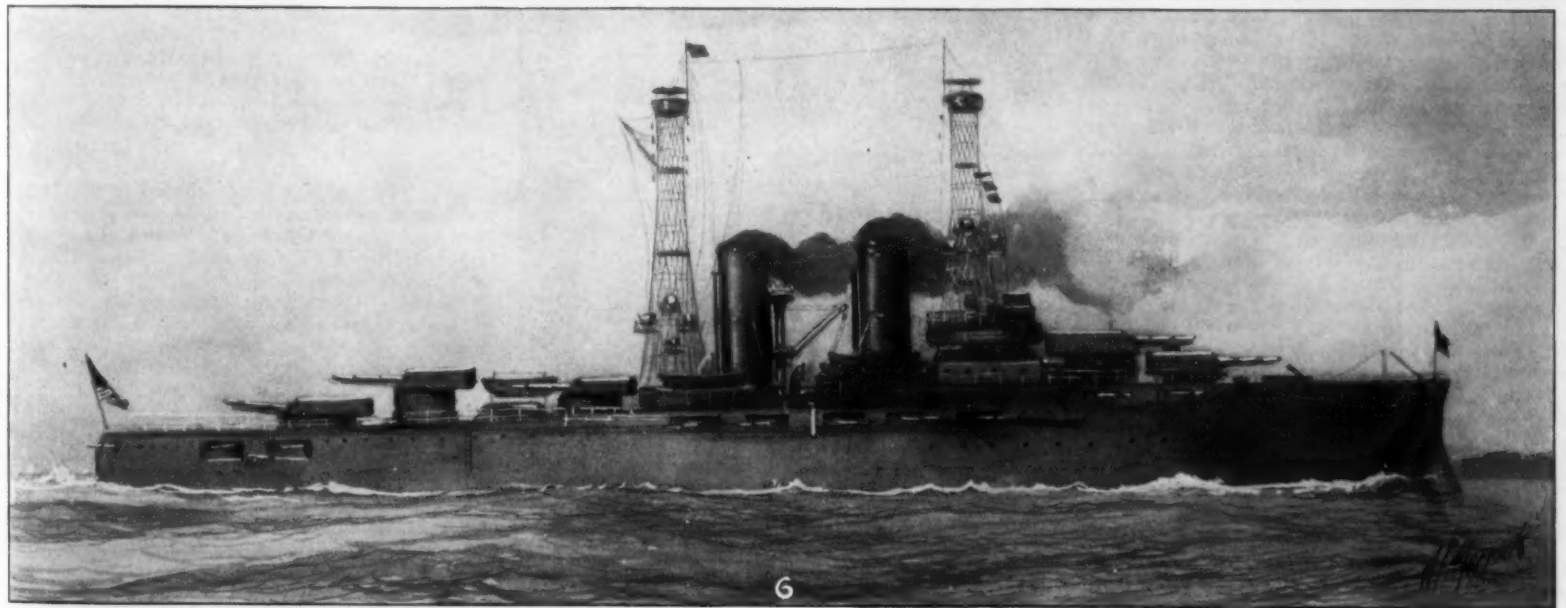
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SIX TYPES OF AMERICAN FIGHTING CRAFT, SHOWING THE EVOLUTION OF THE MODERN BATTLESHIP FROM THE FIRST WOODEN FRIGATE, THE "CONSTITUTION," BUILT IN 1797, TO THE SUPER-DREADNOUGHT "TEXAS," LAUNCHED AT NEWPORT NEWS, MAY 18th, 1912.

1—U. S. frigate "Constitution," 44 guns; length 175 feet; tonnage 1,607, old measurement. Won victory over the British ship "Guerriere" in War of 1812.
2—U. S. S. "Mississippi," 229 feet long. Built in 1822; 40 feet beam; depth of hull 19 feet. 3—The "Monitor," launched January 30, 1862; 1,000 tons displacement, carrying two 11-inch smooth bore guns; 172 feet long; 40 1-2 beam; draft 10 1-2 feet. 4—The monitor "Monadnock," 262 feet long. 5—Protected cruiser "Olympia," built in San Francisco in 1891; 5,865 tons; 340 feet long; beam 53 feet; draft 21 1-2 feet; h. p. 17,000; speed 21.69 knots. Armament 4 eight-inch, 10 five-inch guns; flagship of Admiral Dewey in battle of Manila. 6—The largest and biggest of all battleships, the "Texas," will cost about \$10,000,000, and has a normal displacement of 27,000 tons. The keel was laid in April, 1911, and she will be ready in October, 1913. Besides being the biggest battleship afloat she will carry the biggest guns ever used on board ship, a battery of 10 fourteen-inch rifles. She is 675 feet long, with a 95 foot 2 1-2 inch beam, and a draught of 28 feet. She is capable of developing a greater speed than any other battleship, being designed for 21 knots an hour.

The first step in organizing the United States Navy was made on October 13th, 1775, when Congress authorized the building of two small armored vessels, one of ten guns and the other of fourteen.

The first squadron of the American Navy, consisting of the *Alfred*, *Columbus*, *Doria*, *Providence*, *Wasp* and *Fly*, under Commodore Hopkins, sailed for the West Indies on February 17th, 1776.

The first American vessels of war to circumnavigate the globe were the *Columbus* and *Washington* in 1789.

In 1797 the frigate *Constitution* was launched at Boston. At the beginning of the War of 1812 the American Navy consisted of nine efficient frigates and eight smaller craft.

The first steam man-of-war in any navy was the U. S. S. *Demologos*, built in 1815, but it was twenty years later before steam propulsion received serious consideration.

During the Civil War Ericsson invented the *Monitor*, which foreshadowed the modern battleship. The prototype of the modern cruiser was the *Wampanoag* (1860) with a speed of eighteen knots.

When the war was over the navy steadily sank to a position relative to other powers comparable only to the earlier days of its existence.

In 1890 the first modern battleships were authorized.

The Spanish-American War gave a tremendous impulse to the policy of increasing the navy.

In Lincoln's time the largest ship in the navy was the wooden steam frigate *Niagara*, a single-screw vessel of 6,000 tons.

The largest and most powerful battleship in the world, the *Texas* for the United States Navy, was launched at Newport News, Va., May 18th, 1912.



THE UNION JACK.

HARRIS & EWING
 GEORGE L. VON Lengerke MEYER,
 Secretary of the Navy, who is trying to put the navy on a business basis.

SECRETARY OF THE NAVY'S FLAG.

Business Management to Stop Navy Waste

An Important Interview with Secretary of the Navy Meyer

By GEORGE SHERIDAN

ALMOST any navy officer will tell you that Secretary Meyer has struck the keynote in demanding that the navy be run on a business basis, thereby eliminating the waste due to mismanagement. There have been few Cabinet officers who have become such recognized specialists in their particular departments as has Mr. Meyer in his. The great problem he has sought to solve is increased efficiency for that important arm of our fighting service.

Mr. Meyer has attacked the perplexing question with force and intelligence. Not only has he personally investigated the manner in which efficient foreign navies are operated, but also he has sent his subordinates abroad to secure first-hand knowledge. Added to this is the advantage of the present Secretary's long service as head of the Navy Department. He has struck at the very root of the evil. There are many ramifications to his solution of the problem—one for instance, the abolishment of useless navy yards. Mr. Meyer deprecates the fact that these yards are kept up merely to supply certain politicians with political patronage.

Like many another casual observer I had heard much about Secretary Meyer's economy and efficiency plans. But it was not until, as a member of Secretary Knox's party, on the trip of the Secretary of State to the Caribbean that I really had an opportunity to see a practical illustration of what Mr. Meyer was aiming at. On this cruise I spent nearly two months aboard warships. I saw what a saving could be accomplished by the reform methods as applied to a single ship.

For instance, H. L. Pence, acting as first lieutenant on the armored cruiser *Maryland*, an officer who has been doing good work along that line, showed me where under the new system of guarding expenditures the saving in his department alone, on the *Maryland*, will approximate \$7,500 in the first year. If all other departments in the ship saved \$7,500, which, according to Lieutenant Pence, is not unreasonable to suppose, the saving on this ship would approximate \$15,000 for the year. Supposing thirty ships (battleship class) saved a like amount, the money saved in "up-keep" expenditures would approximate \$450,000 a year. Although more or less hypothetical, this tends to show the possibilities presented when practical business methods are introduced on board ship.

The general storekeeper system was inaugurated on this ship at the instigation of Secretary Meyer in 1910 and has been in use since that time. The system is just what the name implies. The paymaster is naturally the general storekeeper, and those aboard the ship buy from him as any one in a small village would buy from a general store. Formerly the stores of the ship were cared for by the respective heads of the departments. The government allowed each department a certain quantity of supplies, and the department concerned took that quantity whether all of the articles would be needed or not. It can thus be seen that when articles were not used a number of them rapidly became unfit for use either through constant handling or deterioration.

Supplies had always been easy to obtain and this led to extravagance. Formerly a man seldom drew less than one pot of paint for any touching up at all. What wasn't used (perhaps one-half a pot) was stowed about the decks for future use. In a few days the paint was probably caked and dried and the brush ruined. Inspection came along, and to keep



NOTABLES AT A RACING MEET.

HARRIS & EWING
 Secretary of the Navy Meyer talking with Secretary of War and Mrs. Henry L. Stimson at the Benning races.

out of trouble the pot, etc., was heaved overboard by the man responsible for good order in that part of the ship. And so it went, a little waste here and a little waste there; drawing out too much or renewing entirely where repairs would have sufficed, etc. Under the present system when a man finishes with paint he is required to turn in any unused portion. This has saved us a great deal in itself. Another phase of economy on board ship, now being practiced under the direction of Mr. Meyer, is the manner in which ships are kept self-sustaining so far as practicable. Repair jobs of very extensive and complicated natures are now successfully accomplished on board ship. This reduces the time and money spent at the navy yard for repairs and the ship is thus kept ready for active service a greater portion of the time, and in more efficient condition not only as regards material but also to personnel.

With all the innovations which I had seen in mind, I sought an interview with the Secretary of the Navy in Washington. He discussed the matter with me at length, and what he said should encourage navy officers to greater effort and should call forth commendation from every citizen interested in the increased efficiency of our navy.

"So-called scientific management is an evolution, not an invention," said Mr. Meyer. "The pressure of competition and the growth of large corporations has forced a scientific examination of all business methods, and naturally we have certain acknowledged experts in modern management who are fully acquainted with the theory, and some of the practice, of methods necessary to produce both economy and efficiency in many branches of modern business."

"The formation of a staff that advises, but does not execute, was first worked out in the armies of the

world, and the German army general staff is an example of it in the highest state of efficiency. The failures of this principle can generally be traced to attempts to combine staff and executive functions.

"I have endeavored to create such a branch in the Navy Department at Washington by taking four experienced officers as aids to advise me in questions of administration of the fleet, of the personnel, of the material, and of inspection—the four natural divisions of the military work of the Department. The aids plan and advise me, and the approved plans are executed by the commanders of the fleet and the chiefs of the several bureaus.

"The present practice of giving seagoing officers experience at navy yards and in shops aids materially in keeping the vessels of the fleet ready for action. This principle of giving officers shop experience in the navy yards on the machinery they care for and keep in repair at sea is of great importance, because in time of actual war ships must be kept on the battle line and kept in working order by their own officers and men. No battleship can be spared from the fleet.

"Economy is a much-abused word; it is often used as a synonym for 'parsimony'; light expenditures are frequently called 'economical expenditures.' No idea could be further from the truth. True economy is almost synonymous with efficiency. The closer competition of modern business forces scientific management on all who would not be left behind in the race. The employers must submit to greater overhead charges for the sake of increased economy in other directions, and they must deal fairly with their men in the matter of a bonus for extra work accomplished; and the employees must agree to give up their claim that all of a like rate in the same trade must receive equal compensation.

"All ships in the fleet are now placed on a competitive basis in engineering. This has resulted in such improved efficiency and economy that the Atlantic fleet, for instance, now burns less coal per knot in steaming at twelve knots than it did at ten knots speed during the much discussed trip around the world. Ships now in almost all cases continue to exceed on full-power trials their trial-trip speed, and with greater economy in coal and oil.

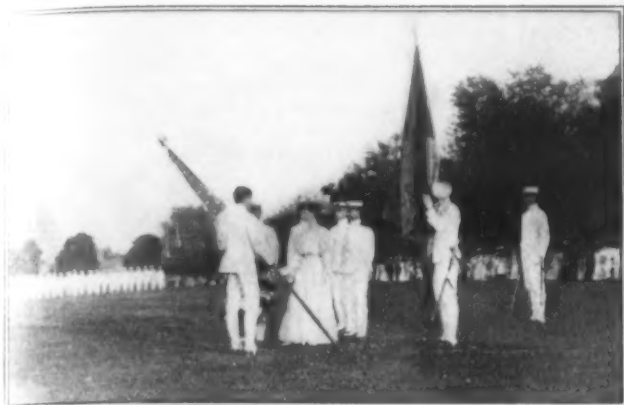
"These results were produced by the most energetic attention to duty, in which losses and wastes were eradicated in boilers, engines, and auxiliaries, as indeed they must be if a ship is to take a creditable stand in the engineering competition. A constant stream of detailed information on design and operation exists between ships and the Department and between Department and ships, so that officers may readily benefit by the experience of others; that good organization and sound practice may become standardized, and that methods of doubtful expediency may be brought under widespread discussion.

"None of our vessels are no smooth-water ships. The Department has demanded that the training should be conducted on the open sea, where the rolling and pitching require the most expert skill on the part of the gunpointers in order to hit the target. Further, it has been assumed that the ships may have to fight in the most unfavorable weather, and, therefore, the rules for the battle practices have required the ships to train for fighting in rain, snow and foggy weather, and generally when conditions are most unfavorable and adverse. For these reasons the officers and crews are prepared to meet whatever

(Continued on page 653.)

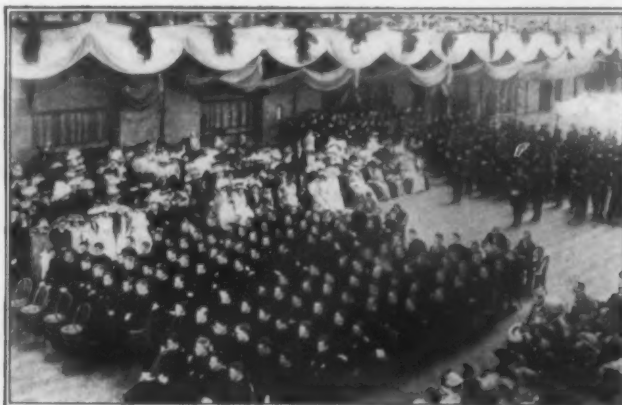
The World's Greatest Naval School

By MRS. C. R. MILLER



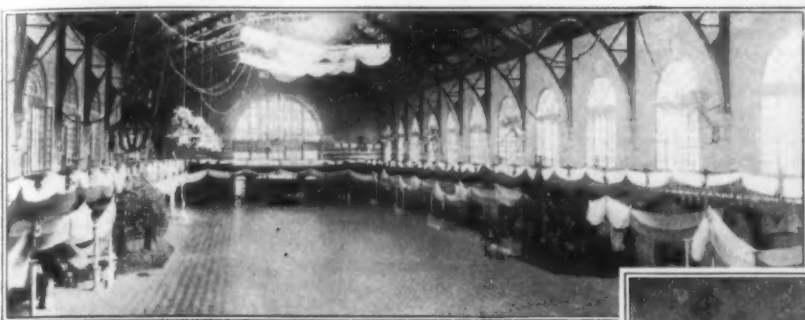
A VERY PRETTY CEREMONY DURING JUNE WEEK.

Presenting the colors to the company standing first in "general excellence" during the year at a dress parade. Three cheers are given with a good will for the lady presenting the colors and also for the fortunate company receiving them.

THE PARADE AND LOVER'S LANE.
The girl from Maine and the middle from California meet here in June week.

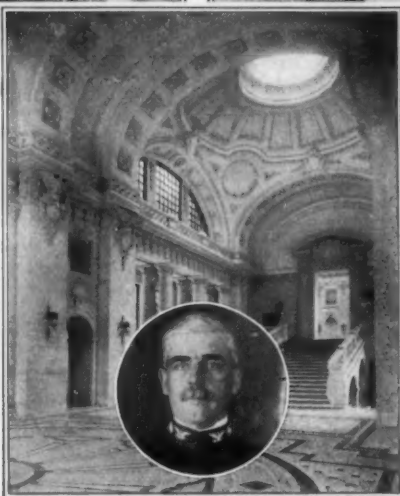
GRADUATION DAY IN THE BIG ARMORY.

On Friday of June week, surrounded by admiring parents, sweethearts and friends, the proud and triumphant class listen to an address by the Admiral of the Navy, or the Secretary of the Navy, and receive the precious documents, the reward of four years of toil and hard labor.

INTERIOR OF THE ARMORY DECORATED FOR THE JUNE BALL.
Graduation day closes with a huge ball. The uniforms of midshipmen and officers and the costumes of beautiful girls add splendor to the occasion.MIDSHIPMEN ABOUT TO EMBARK FOR A CRUISE.
After graduation day they are assigned to various battleships in the navy. The other classes return after a cruise to complete their studies.

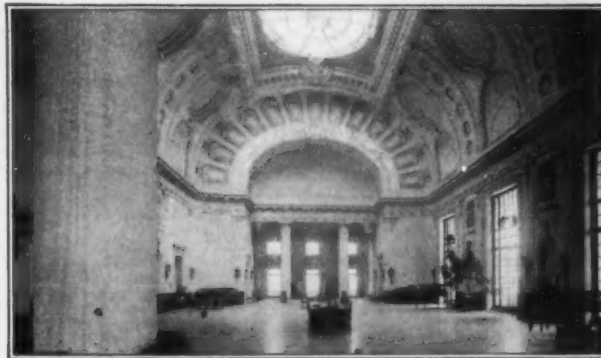
BANCROFT HALL, AN ARCHITECT'S MASTERPIECE.

This large building is one of the show places in the academy. Within its walls are Recreation Hall, the midshipmen's reading room and Memorial Hall. It forms a splendid background for many drills.



THE ROTUNDA.

The main entrance of Bancroft Hall. (Insert) Captain J. L. Gibbons, Superintendent of the United States Naval Academy.



PALATIAL MEMORIAL HALL IN BANCROFT HALL.

Where the alumni of the academy hold their annual jollification parties and other affairs of importance in naval circles take place.



LEARNING TO BE MECHANICAL DRAFTSMEN.

Midshipmen must be patternmakers, expert chemists, electrical engineers and proficient in other sciences.



THE BEAUTIFUL \$400,000 CHAPEL.

Here rest the remains of gallant John Paul Jones, the real Father of the Navy. They were discovered in an obscure cemetery in France by General Horace Porter, at that time ambassador to that country, and through his efforts brought to the United States with due honors.



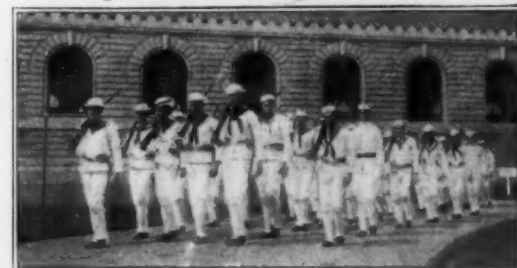
PRACTICE WITH BIG GUNS.

Using the Morris tubes and dotters. The mechanism of great guns is one of the midshipmen's studies.



AT WORK IN THE MACHINE SHOP.

Beside pursuing their studies the midshipmen learn various useful trades.



MARCHING TO INFANTRY DRILL.

Drills, sham battles and dress parades are in order during delightful June week.

ON THE banks of the Severn River, two miles from the Chesapeake Bay and adjoining the corporate limits of Annapolis, Maryland's historical old capital, there stands the magnificent buildings of the United States Naval Academy, where thousands of officers who command the ships of the United States Navy have received their education. The area of the Naval Academy, including Fort Madison and the Government Farm, comprises about two hundred acres of land, three sides of

which face the water, and from its front miles upon miles of navigable water stretch out before one's view—waters where the entire United States Navy could ride at anchor if necessary. The waters are not only beautiful, but also afford sea room for the midshipmen's practice, with their cutters, launches and small boats under oars, as well as for gun practice on the ships.

The site was selected in 1845 when George Bancroft was Secretary of the Navy and James K. Polk was the President of the United States. It was a small affair, for the country was still young, and the navy consisted of a few inferior ships. In January, 1846, four months after the school opened, thirty-six midshipmen who had begun a sort of haphazard study of the duties of an officer on the different ships, were preparing for the examination for promotion. Thirteen of the date of 1841 were to remain at the academy until drafted for service at sea, and seven were acting midshipmen appointed after September of the previous year. In all there were fifty-six future officers. In 1849 a board was appointed to revise the school, and in 1850 it was placed under the supervision of the Bureau of Ordnance and Hydrography and

a vessel was sent to the academy to be used as a practice ship and for the annual cruises.

In May, 1861, at the outbreak of the Civil War, the Naval Academy was moved to Newport, R. I. The three upper classes went to sea and the others were quartered on board the *Constitution* and the *Santee*. In 1865 the midshipmen were brought back to Annapolis on these frigates and the *Santee* has remained at the academy ever since. Recently she

(Continued on page 652.)

"Only a Nigger"

By REGINALD WRIGHT KAUFFMAN, Author of "The House of Bondage"

EDITOR'S NOTE:—This is the twenty-ninth installment of a series of stories and articles concerning "The Girl That Goes Wrong" and dealing with the causes of professional and casual immorality in America. The entire series is based upon data collected and verified by Mr. Kauffman while gathering material for his wonderful novel of White Slavery, "The House of Bondage." Each installment is complete in itself.

COATESVILLE is a small Pennsylvania city that sent out its citizens to free the negro slaves in 1861 and to burn a free negro in 1911. In Coatesville, Pa., Marcella was born. Marcella's father was a ragman; that is to say that he used to go about from house to house gathering rags for as little as he could manage to pay from housewives that charged him all they could manage to get. These rags he would then sell to a larger dealer for a small profit. His name, so far as his customers were concerned, was Charley. He probably had some other name, but none of them ever bothered to ask for it. In all varieties of weather he trudged the streets, pushing a hand cart before him and uttering a strange and not unmusical cry that announced his approach and invited prospective sellers. Often the children imitated the cry, and, when Charley did not appear to mind this, they sometimes stoned him. They stoned him because he did not seem to mind that, either.

Charley's wife "took in washing"—when she could get it. Often she could not get it, though she was a good washerwoman; and then, because her assistance was necessary to the support of the domestic establishment, there were lean times. When, however, she could get the work to do, she would bend above her tubs, with the white-an-l-blue suds gleaming on her bronze arms, from four o'clock one morning until seven that evening. The next day, for the same hours, she would iron, and the next get back to her tubs again. At such periods, because she had to, she worked seven days in the week.

In this way Charley and Charley's wife managed to keep themselves alive—as living is permitted in the negro quarter of Coatesville. They did more—they even managed to rear three children: two boys and the girl Marcella. Marcella was generally agreed to be "as black as the Ace of Spades"—which, of course, has more white in it than any of the other three aces. She had kinky hair and a round face and a pair of eyes that were large, merry, bright and exceedingly beautiful.

In spite of her parents' poverty, Marcella's early childhood was not miserable. The negroes, says Mr. Howells, somewhere in his novel, "An Imperative Duty," "seem to be the only people left who have any heart for life here; they all look hopeful and happy, even in the rejection from their fellow-men, which strikes me as one of the most preposterous, the most monstrous things in the world." Something of the sort is applicable to Marcella's parents as she knew them; they worked hard and fared poorly and were content. Marcella was contented, also.

Charley's wife used to take the round little bundle on her knee and tell Marcella long stories that Marcella's grandmother, long since dead, used, in her day, to tell another round little bundle, of times that were past. There were strange legends of ghosts in the cotton fields, of conversing animals in the woods. There were queer, wailing lullabies and happy, only half-intelligible lyrics of pure joy. There were stories of the Underground Railway and flights by night; there was the baying of hounds and the crack of whip and musket, and other stories of the Big War and of Father Abraham.

Marcella was taught to say her prayers, and the first "piece" that she "learnt by heart" was "Now I lay me," acquired and nightly recited at her mother's knee. She was sent first to Sunday school and then to church, and she had the gift of faith. Until poverty (when Charley's trudging through many winters brought on the "misery in the back") made it necessary for her to go to work, Marcella was sent to the public schools and learned to read and write and "do sums." By the time she was in knee dresses, the girl not only gave promise of becoming physically a splendid example of the Afro-American type; she was also, remarkable as this may seem to you, intelligent and, quite incredible as it must appear, good.

"But I reckon yo'll jes' have to quit school now," said her mother.

Marcella's face fell.

"Why will I?" she inquired.

"Yo' pappy's all crippled up with this here misery," the mother explained, "en' I don't believe he'll do no mo' work all winter. Yo' two brothers is too lil' to work, en' we do need the money, so I jes' reckon yo'll have to git some sort o' work as a nurse girl."

Marcella did not want to leave school. She did not want to at all. She wanted to learn more, and she said so. But necessity has small regard for academic ambitions, and, although both Charley and his wife were anxious enough to have the girl's lessons continued, to work Marcella had at last to go.

She got a place, such as her mother had suggested, in the family of some well-to-do whites. She did not like it, because she wanted to be at school; but she stuck to it. Every morning she pushed a baby carriage about the town, much as her father had pushed his rag cart. She would walk several miles, pushing the baby carriage. She would grow very tired and her back would ache, but she did not give up, because, you see, her parents needed the money, and she earned a dollar and fifty cents a week.

The White Slave Traffic.

By HON. JAMES BRONSON REYNOLDS,
of New York.

The expression "white slave traffic" is criticised by some as hysterical and sensational. Such critics have imagined the expression to be the product of sensational reporters of our sensational press. This view is wholly wrong. The expression was first used by the press of conservative England, and was incorporated by serious and careful statesmen into an international treaty. But no investigator of moral conditions, whether a social reformer, police officer or prosecuting attorney, who has learned how women are bought and sold in the under-world for immoral purposes, can question that the title is exact and accurate. It is the condition and not the characterization that is startling and sensational.

With one criticism of the phrase I am in sympathy. That is, its apparent reference to white women alone. The traffic exists among the yellow and the black races quite as much as among white races, and those who have entered the warfare against this traffic should make no distinction of color. Our fight is against all traffic in the bodies and souls of women, and we care not whether they are white, yellow or black. Our responsibility and our duty are independent of the color of the victims.

The misery in his back proved too much for Charley, and, the right to die being still secured him without regard to the Fifteenth Amendment, he finally took advantage of it and died with almost the bravery of a member of the "superior race." Then his wife, being, of course, merely one of the imitative sex, worked too hard trying to pay the undertaker's bill, and, seizing upon the same right, died also—and so only ran up an undertaker's bill on her own account.

Marcella cried a little, but kept on working. She might have wept longer, but work was pressing, for another baby had followed the first in the family of the white people that employed her, and Marcella thus had two children to care for and a raise of wages to the indulgent extent of fifty cents a week. Being unable, even with this increase of income, to maintain the shanty that her family had rented, at a goodly price, she was forced to turn her young brothers over to the care of a neighbor, which consumed the extra half dollar that the girl was now earning, together with some of the original one-fifty.

"I cert'nly wish I could take yo' in, too, Marcella," said the neighbor; "but, yo' know, there ain't no bit o' room lef' now fo' nobody."

Marcella did know it. She even mentioned the fact, casually, to the good woman that employed her. "Dear me!" said her employer, genuinely distressed.

"Yes'm," said Marcella.

"You're sure there is no place for you in this house where you have left your brothers?"

Marcella was quite sure.

"It is so crowded?" asked the employer.

"Yes'm," answered Marcella.

"I hope it is a thoroughly proper place for children," said the employer. She had heard of overcrowding as an evil; she did not remember just why it was an evil, but she remembered that an evil it

had been called. Her servant, however, reassured her. "Yes'm, it's a good place," said Marcella.

"But there is no room there for you?"

"No'm."

"Still, haven't you any relatives?"

"None that have any place for me."

"Oh, but there must be some that have!"

Marcella shook her kinky head.

"Dear me!" said the employer. She tried hard to think of a plan. "I don't know what to do," she continued. "Of course we—er—now that the other baby has come, we—it wouldn't, anyhow, do—that is, we're too filled up ourselves to give you a place here."

"Yes'm," said Marcella.

"And I couldn't afford to pay you any more—I really couldn't."

"No'm."

"Yet I don't want to lose you, either. You are really quite capable with the babies, Marcella, and they are so fond of you!"

The girl's big eyes gleamed with pleasure at this compliment.

"Oh, I wouldn't leave you, 'm!" she said.

The employer breathed a relieved sigh.

"But I really am worried about your sleeping accommodations," she continued. "It is a pity."

It was a pity; but what could the employer do? The condition was not of her making. Besides, the inferior races are notoriously not so sensitive to family separations and bedroom discomforts as their betters. It must be possible for Marcella to make out somehow.

Marcella did make out. To be sure, she was compelled to hire, after long search, a cot—at a price that nearly consumed the small remainder of her earnings—in a bedroom occupied by two grown women whom poverty and ignorance had forced into questionable relaxations. To be sure, too, there was a deal of drunkenness and some of its attendant noises and ills nightly going on upon the other side of the thin door that opened from Marcella's dormitory into the living-room of her lodging house, so that she usually had to say her "Now I lay me" to a curious accompaniment. And to be sure, finally, the girl was persuasively approached, openly jeered at, and sometimes even roughly handled by men and women that disagreed with her theories of conduct. Yet, somehow—perhaps God knows how—she lived through all this and did her work and retained what in a white girl would be called her honor.

And then? Well, then, her employers moved to Philadelphia and took Marcella along, and in that City of Dreadful Night the story was, with the ills of her home surroundings somewhat intensified, all told over again. Marcella lodged as she had lodged in Coatesville, only with worse roommates, more drunkenness, more vice and more need of resistance. She wanted to learn to cook, but her employers had a cook and she was given no chance. She wanted to create opportunities for the future betterment of her position, but there was no opportunity to create opportunities. Marcella was fifteen years old—though she seemed seventeen to eyes of the superior race—and was still earning two dollars a week and sending a part of that home to her brothers, when the family that she worked for moved again—this time out of Philadelphia—leaving Marcella and a written recommendation behind.

What the girl went through for the next three weeks there is small reason to describe. For all that time she could not get work. Toward the end of it she nearly starved. She was put out of her lodging. Only on the day of her eviction did she secure a job.

She had to take care of a child, three years old, in a family in Germantown. The household consisted of only the parents, the child, Marcella and a woman that was both cook and housemaid. The wife was young, inexperienced and harsh, but Marcella was too thankful for any kind of work to be critical; the cook and housemaid, moreover, was kindly, and the husband, who was nearly fifty and almost twenty-eight years his wife's senior, seemed at once especially well disposed toward the new nurse, and on the first evening, coming upon her in the nursery when she was alone there, petted her glossy round cheek affectionately.

"So you're the nurse, eh?" he asked, smiling.

"Yes, sir," said Marcella.

"Well, well!" commented the man. "You're a nice-looking girl. Quite strong enough to handle the child, are you?"

"Yes, sir," said Marcella.

The man felt of her biceps to make sure, gave her a twenty-five-cent piece and patted her cheek again.

The next day the wife ran down to Wilmington to remain over night there with her parents. Her husband telephoned to Marcella that he would dine downtown and that she could tell the other servant to take the evening off. He added that Marcella should herself put the child to bed at eight. Shortly after that hour he would return home, he said, and then she could go to lodgings in the house two miles away, where she had just secured the use of a cot.

How to Obtain Back Numbers

Mr. Kauffman's soul-stirring stories are to be the main feature of LESLIE'S for several months to come. Those wanting back numbers may obtain them as long as the limited supply lasts by forwarding ten cents in coin or stamps for each copy desired. Address—LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

The following stories have appeared:	
"The Perils of White Slavery."	March 23d
"The Girl That Wanted Ermine."	March 30th
"The Girl That Was Hungry."	April 27th
"The Girl That Wasn't Told."	May 11th
"The Girl That Studied Art."	May 25th
"The Girl That Was Romantic."	June 8th
"The Girl That Was Weak."	June 22d
"The Girl That Went to See."	July 6th
"The Girl That Was Bad."	July 13th
"The Woman That Succeeded."	Aug. 3d
"The Woman That Is Bohemian."	Aug. 17th
"The Woman That Served."	Aug. 31st
"The Girl That Was Poor."	Sept. 14th
"The Father That Was Careful."	Sept. 28th
"A Case of Retrogression."	Oct. 12th
"The Girl That Killed."	Oct. 26th
"The House of Silence."	Nov. 9th
"The Girl That Was Cursed."	Nov. 30th
"Those Things Which We Ought to Have Done."	Dec. 14th
"The Girl That Was Engaged."	Dec. 28th
"Brands from the Burning."	Jan. 18th
"The Power of the Press."	Feb. 1st
"The Slave with the Sword."	Feb. 15th
"Wolves in the Fold."	Feb. 22d
"The Man That Was a Cad."	March 14th
"The Girl Without a Mother."	March 28th
"The Man That Was Kind."	April 11th
"The Man That Had Traveled."	May 2d
"The Woman With Nothing To Do."	May 16th

(Continued on page 653.)

New Things in the Aviation World

By HARRIET QUIMBY

DOES AVIATION go with patriotism? So it would seem. I found all over Europe a public spirit rising to the demands of the new art of conquering the air by monoplane and biplane. In France public subscriptions, even from the school children, were being collected for the purchase of aeroplanes for the use of the army. Early in March a wave of patriotism swept over France. The national movement for the purchase of aeroplanes was instantly given support by the Paris press, with four of the leading daily papers subscribing \$10,000 each. Clubs and other organizations have ever since been adopting resolutions to send grants from their funds to the general subscription toward equipping the aerial army. Every little while some prominent actor will give a theatrical benefit in Paris, the proceeds of which are applied toward the purchase of an aeroplane. The French colonies soon stepped in line by sending substantial subscriptions toward the cause. Even members of the American colony in France are gathering subscriptions for the purchase of an aeroplane which they mean to present to the French army.

In England and Germany the same particular interest on the part of the public is being manifested. The spirit of enthusiasm is also rapidly growing in Italy, especially since the Turkish war, in which aeroplanes were found especially effective. The latest Italian subscription is £800, from the Dowager Queen Margherita. A similar sum has been subscribed by Venice for a machine which will be named St. Mark, and by Salerno for an aeroplane to bear the name of the town. The city of Turin has offered to provide an aeroplane and four hangars. The minister of war has appointed a committee to go into the question of starting a volunteer air corps. Aero shows are popular and profitable abroad. An aeroplane is a fad with all classes of people. The aerodromes are large, expansive, well cared for and crowded at every exhibition.

We are far behind other nations in the interest we are taking in this latest scientific development, which lends itself so easily to those who delight in out-of-door sport. The recent aero exhibition at the Grand Central Palace in New York City, the first important one ever held in the United States, brought together a splendid assortment of monoplanes, biplanes and hydroaeroplanes with all their appurtenances. The exhibition of practical flying machines showing the



AVIATION MONUMENT AT DOVER, ENGLAND.
Commemorating the first flight across the British Channel by Louis Bleriot a flat granite monoplane has been placed on the exact spot where the landing was made.



SAFETY DEVICE FOR FLYERS.
Twombly contrivance for preventing an aviator from falling out of seat or being crushed against the wheel. The device may be released instantly by the wearer.

France, Germany, England, every nation has recognized America as the birthplace of the aeroplane. What he said, although it is not generally recognized, is true. For this reason America, more than any other nation, should forge ahead and stand in the front ranks with a well-equipped aerial army and a system for using the aeroplane as a commercial vehicle, instead of lagging behind and of being the last of the large nations interested in flying science. With such manufacturers as Wright and Curtiss and Burgess in America there is no reason for this woeful lack of public interest and support. Another instance of the French government's appreciation of flying and of flyers is noted in the honor recently conferred on Jules Vedrines. Though of very lowly birth he was presented with a cross of the Legion of Honor, which in France is a much coveted distinction.

Indicative of America's lack of interest in aeroplaning is the following amusing experience I had recently in the United States Custom House while clearing my new seventy-horsepower passenger monoplane. My machine, a Bleriot, made in France, arrived at New York on the 21st of May. While going through the details necessary to get the machine through the custom house, I found that, although, as the president of the Aero Club of America states, America is the birthplace of the aeroplane and several of the most famous flyers in the world are native Americans, the United States government has not yet given the subject of the mastery of the air serious consideration. The best proof of this is that the aeroplane has not yet been given the importance of a separate clause in the foreign entry rules for clearance

through the custom house. My beautiful and powerful machine of the very latest model was subjected to the indignity of being entered as "a polo pony!"

On a legal appearing paper a customs official wrote a number indicating the legal clause under which the machine was to be entered. From this department I was sent to the law department to have some technical point approved. The lawyer said something about a pony.

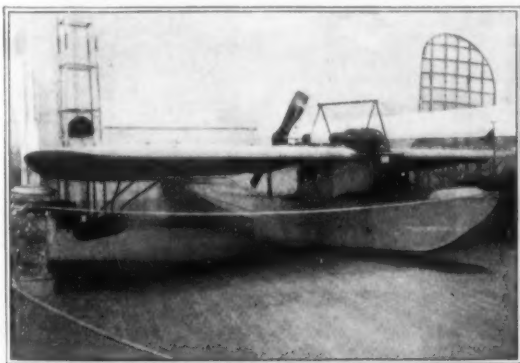
"No, it is not a pony," I said, "it is an aeroplane."

"Well, this number is that of the polo pony clause," returned the lawyer.

I went back to the first department, where the official who had entered the figures opened a book and soon proved that he was not in the wrong. Under the present law the aeroplane simply is not. For some reason the flying machine does not come under the head of motor car or wagon or sleigh. Just why it is "a polo pony" nobody seemed to know, but polo pony it is, or "phantom horse," as William Sweeney, the obliging chief customs official in the foreign department, facetiously termed it.

English aviators are greatly interested in the plans for the forthcoming Gordon Bennett race in America. But what the flying men think of the race and what manufacturers think of it are widely divergent. Mr. Bleriot, who recently returned to France from a short visit to this country, is averse to entering a machine in the race at all. Mr. Bleriot says that a manufacturer who enters the race should enter to win. This would necessitate a 140-horsepower engine installed in a light racing machine with flat wings. This would mean almost certain disaster to the pilot. A machine of less power and with curved wings would stand little chance of winning. The question therefore lies between deliberately and for commercial purposes imperiling the life of an expert flyer (for only an expert could qualify in such an event), or of losing the race. Other foreign manufacturers are talking along the same lines.

I cannot see the advantage of a race such as the Gordon Bennett proposes to be. It will in no way prove the superiority of the flying machine as a practical vehicle any more than automobile races prove the superiority of the automobile as a vehicle for general use. The average flyer will not use a machine of the racing type, and the army could not



THE FISH BOAT.
This is one of the new and novel ideas exploited by the Queen Aeroplane Co. at the aero show recently held at the Grand Central Palace, New York.

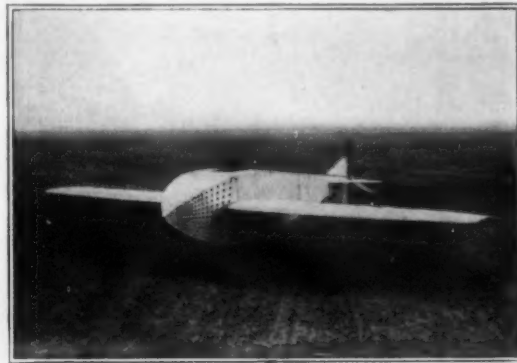
latest improvements, together with several models not so practical but representing earnest endeavor on the part of their inventors, is proof that it is not the American manufacturers who are lagging in the competition of nations for supremacy of the air. It seems to be the citizens who are at fault. While the attendance was representative in quality and fairly good in numbers, it is no secret that because of the lack of public support the exhibition ran behind about \$400 a day.

For some reason the wave of patriotism which has done so much to promote the science of flying in France has not reached America. The people in New York even failed to rally to the support of the first aero exhibition. I do not know what they would do if asked to contribute toward the purchase of an army aeroplane. The public spirited men who were behind the exhibition at the Grand Central Palace did not expect it to be a money-maker at the start. Interest in the aeroplane must come slowly they believe. The more optimistic among them say they have set the ball rolling and that the next exhibition will demonstrate how well they have builded and how profitable they have made their investment.

In his speech at the opening of the exhibition, the president of the Aero Club, Robert J. Collier, said: "All over the world they have been paying tribute to America.



THE ACCIDENT TO AVIATOR VEDRINES IN FRANCE.
An express train was signaled just in time to save it from crashing into the wrecked aeroplane, which had capsized a few hundred feet from the ground, and fell first into the telegraph wires, then to the track.



THE GALLAUDET BULLET.
This interesting monoplane of the racing type was one of the chief attractions at the aero exhibition.

afford to risk the lives of its best men by adopting such treacherous machines.

The unfortunate accident which befell the aviator Vedrines, in France, recently was due to a racing machine unwisely used. Mr. Vedrines was attempting to win the Coupe Pomeroy, for the longest flight in a straight line starting from French soil. Starting from Douai he flew at great speed, following the railway toward Paris. His flight began it five-fifteen a. m. He expressed the hope of being in Madrid, Spain, by six in the evening. He was flying a Deperdussin machine of racing type equipped with a 100-horsepower engine. An engine of this power consumes gasoline in enormous quantities. It was the rapid consumption of gasoline, on which the flyer had not correctly reckoned, that compelled him to descend where he did, directly on top of a number of telegraph wires and finally on a railroad track. The first intimation of trouble was when the aviator was flying over a small place called Enghien. It was observed that his motor was missing. A short distance further on the flyer seemed to prepare to come down, when suddenly the machine careened and fell first on the telegraph wires, then crashed down on the railroad track. An express train was due, and the crossing keeper fortunately signaled the engineer and the train pulled up within a few feet of the wrecked aeroplane.

How Torpedo Boat Destroyers Do Their Work

By C. B. SAXTON

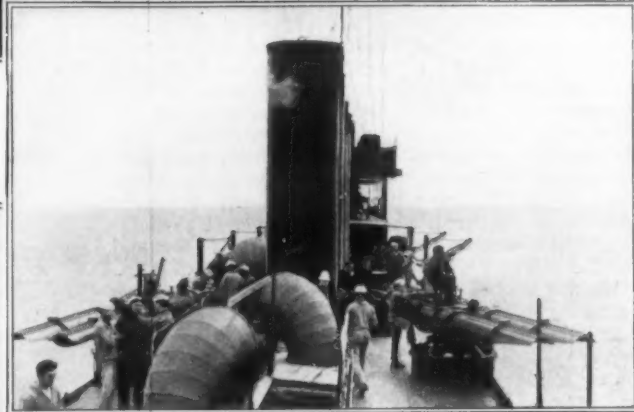


Charging torpedoes just before they are to be fired.

Firing a torpedo from a torpedo tube at full speed, making 31 knots an hour. The torpedo has a range of about 4,000 yards, running at a three-foot depth. It is projected into the water from a tube by an impulse charge of powder, and is then driven forward by its own little compressed air engine.



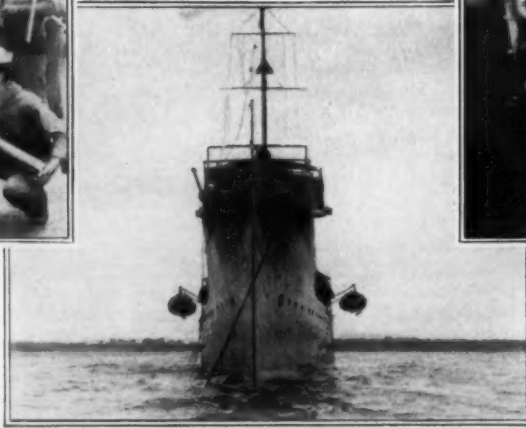
Finding the range and aiming the torpedo. Great care is necessary to have this "miniature submarine" make a straight run to its target.



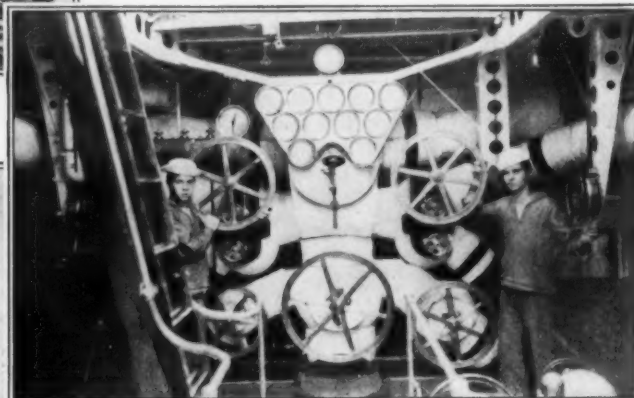
Watching the course of a torpedo as it glides toward the target.



Loading three inch guns on board a torpedo boat destroyer.



A torpedo boat destroyer's high bow.



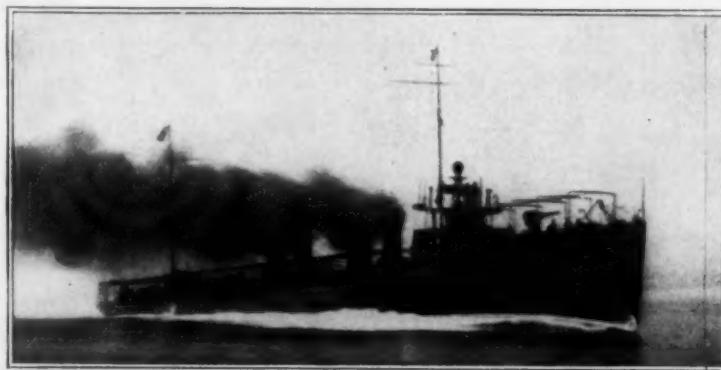
In the engine room of a torpedo boat destroyer.

THOSE long, dark green ships, the torpedo boat destroyers, go prowling about at night, ready at any time to destroy their enemy, the battleship. Although there has not been much said about them in the press nor much ado made over them in time of peace, there may be a time when there will be the greatest demand for these swift little craft, as a battleship fleet could hardly do without them in future warfare.

To a landsman the firing of torpedoes is quite a novelty, but with the sailors of the navy it is an everyday occurrence, and the only excitement there is in it for them hangs on the question whether theirs will be the ship to get the greatest percentage of hits or not.

At our last target practice, in Tangier Sound, the destroyer *McCall*, on which the writer was serving, the last ship to complete the division and the one to have the least amount of practice, led the eighth division in the percentage of hits with the three-inch guns and came second with torpedoes. We got only eight hits out of fifty shots with guns; that was considered very good considering the conditions under which we fired.

The ship was in darkness except for one light at each gun to enable the gun's crew to load. The night was black, but when we examined the horizon through the glasses we could see two little lights on one side



The U. S. torpedo boat destroyer "Flusser" steaming at full speed.

of the ship about two miles away. We knew that between these almost indistinguishable lights there was a three-foot target, and on the other side of the ship there was another target in total darkness which

must be picked up by the searchlight a few seconds after we went on the range.

The engines were started at nearly full speed ahead or about thirty knots; when we got about a mile and a half from the lights the word was passed, "Commence firing"; the searchlight was thrown on and picked up the darkened target. Then the gun's crew began to fire and when each gun had fired ten shots the word was passed, "Cease firing." We then went over to the targets to find the amount of damage we had done. Under these circumstances we considered that we did well by getting eight hits, as out of five ships we were the one with the highest score.

The most effective firing is that of the torpedoes, for the utmost care and caution must be used to have these miniature submarines make a straight run. Torpedoes are of the most delicate mechanism that there is on any kind of warship. They consist of a long steel tube divided into three sections—the head, the air chamber and the tail. They are 5.2 meters long and 45 centimeters in diameter and have a range of over 4,000 yards at between 27 and 32 knots per hour. The air chamber is charged with about 2,200 pounds of compressed air per square inch. An impulse charge of powder is used to drive the torpedo from the tube to the water, and after the

(Continued on page 657.)

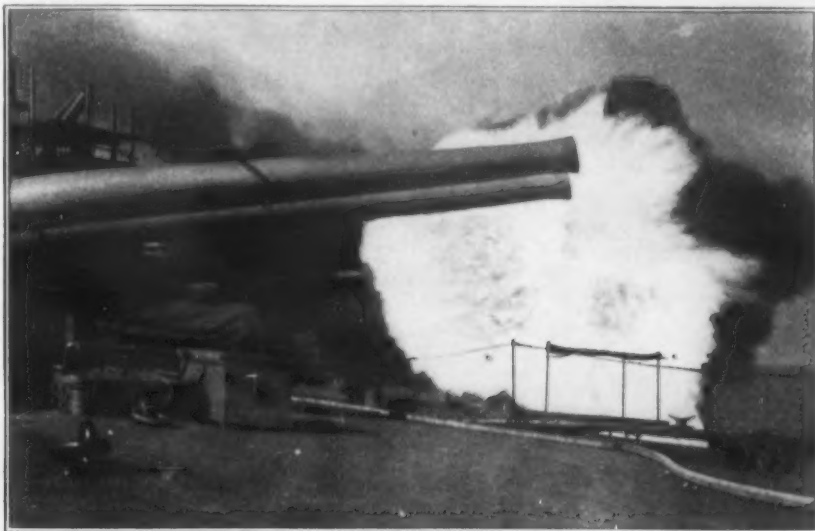
At Sea with Uncle Sam's Bluejackets

A Reassuring Message to the Mothers and Fathers Whose Sons are Enlisted in the United States Navy, and Why They Should Encourage the Work Their Boys Are Doing

By ROBERT D. HEINL, Washington Correspondent for Leslie's Weekly



The battleship "Michigan" firing a salvo. Large quantities of powder are burned in the navy in firing salutes. This is not so great a waste as it might seem, for the powder used is usually damaged by the effect of sea air and has not the strength required for firing projectiles.



Warship firing a broadside. On a big modern war vessel the weight of metal which can be hurled from the guns is exceedingly large. Nothing but the strongest armor on an attacked vessel could withstand the terrible impact.



A ship's tailor operating a hand sewing machine. Members of the crew who have tailoring skill are able to earn much extra money by making clothes for the sailors.



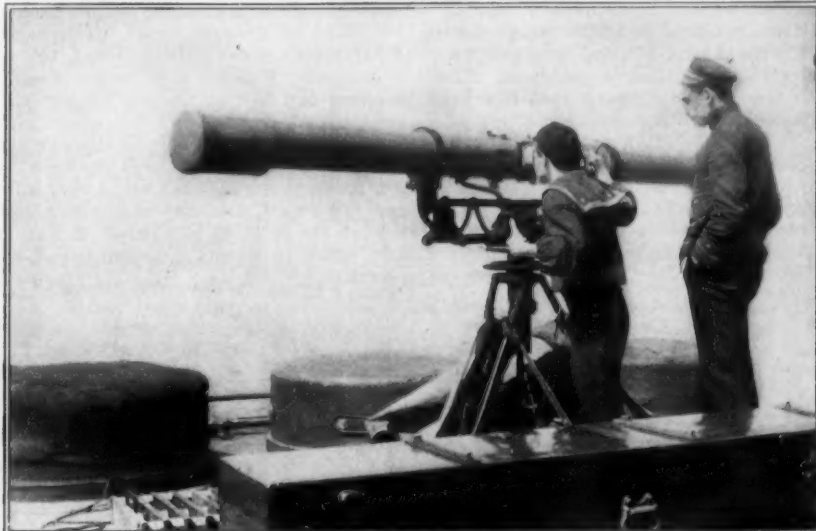
Crew of a battleship enjoying a sea bath. When the water is calm and the weather is warm the sailors often have a regular bathing carnival, hundreds of them diving, swimming and otherwise sporting themselves in the water. Proper precautions are taken to insure the safety of the swimmers.



Sailors having sport with their mascot. Bluejackets are exceedingly fond of pets and they have as many of them on board ship as is feasible. These pets include parrots, roosters, monkeys and goats.

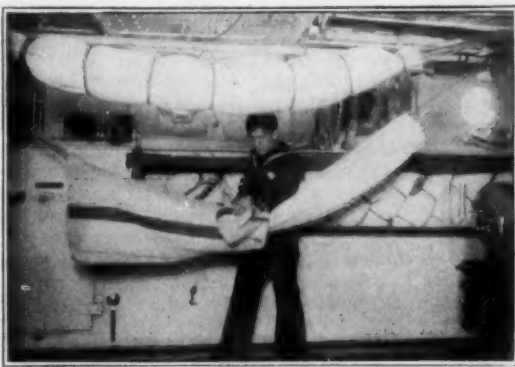


Making rope ends on board a warship. There is not so much need of ropes in a modern naval vessel as there was in the old-time sailing craft, but even now the art of splicing cannot be neglected, for ropes are used in connection with tillers, gangways, etc.



One of the largest range finders in the navy. Range finders are used to determine the position of lighthouses and vessels, and to find the exact angle at which to elevate a gun so that its projectile will strike an enemy's vessel.

IF THERE is one thing that wins the heart of a layman who is accorded the privilege of shipping on a United States Navy vessel it is the showing made by the enlisted man. He is the lad who stands by his officers in the conning tower, below the water line in the torpedo room, at the highest point of the fire control mast, or in the depths of the sweltering fire-rooms. The intricate modern warship sounded the death-knell of idleness and ignorance. A man to be of use in the navy today must be ambitious, intelligent and trustworthy in every sense. One who has not those qualifications soon learns that he must "buck up" if he is to be part of the great machine of which we are so proud. No factor has contributed more to the marvelous evolution of the navy than the manner in which this particular man has bucked up and within a comparatively short period changed the personnel of the bluejackets to as fine as that of any in the world. Here is an example worth repeating. Six years ago



Sailor lashing his hammock. When the sailors are aroused in the morning the order is given "Lash and carry." Each hammock mattress and blanket is then lashed with rope and the hammock is stowed in a hammock net.

an officer, who is now on the cruiser *Washington*, was in charge of a liberty party of 250 men in New York who had shore leave for twenty-four hours. At the expiration of that time less than half of them were in a fit condition to return to the ship. They had gotten themselves into all sorts of trouble. Last summer the same officer took an equal number of men ashore at New York. It was a liberty party under exactly the conditions of the previous one. But it served to illustrate what a change had taken place in the navy in those comparatively few years. Every man returned to the landing at the appointed time. Instead of spending their time brawling about, as had been the fashion in the time before, it was ascertained that these men had attended theaters, had gone to the museums, in short had seen the city in the way any ordinary red-blooded citizen might who had that interval to spend in New York. Many of the jackies had taken kodaks with them.

(Continued on page 656.)

A Magnificent Welcome for a Host of Elks

By SHAD O. KRANTZ



K. K. Kubli, chairman of the 1912 Elks Convention Commission.



Home of Portland Lodge, No. 142, Benevolent Protective Order of Elks.



C. C. Bradley, Exalted Ruler of the Portland Lodge, B. P. O. E.



Boardwalk at "The Oaks," where the Elks will be entertained.



Harry C. McAllister, secretary of the Elks Convention Commission of 1912.

RESIDENTS of Portland, Oregon—and they number 250,000 now—are engaged in the task of preparing an entertainment for an army of visitors equal in size to half the entire population of their city, on the occasion of the forty-eighth annual grand lodge reunion of the Benevolent and Protective Order of Elks in Portland during the week of July 8th to 13th.

Technically the reception and entertainment of the visiting Elks is in the hands of the officers and members of the Portland lodge of the order, but in preparing for the event, which in attendance, grandeur and gayety promises to eclipse anything of the kind ever held on the Pacific Coast, the lodge barriers have been disregarded and the people of Portland have joined hands in the noble endeavor of making it such a notable success that it will set a new highwater mark in the history of Elkdom.

When Portland entered the contest for the honor of playing host to the Elks of the nation in 1912, the people of the city pledged an entertainment fund of \$125,000. Of this sum the local lodge of Elks subscribed \$25,000, individual members of the lodge a like amount and the remainder was made up by enterprising business firms and individuals.

The next thing the people of Portland did was to establish a uniform hotel and restaurant rate for the convention period. Contracts were secured from all places in the city that offer accommodations to visitors, guaranteeing that there will be no advance in price over the regular rates charged to transient guests. This is expected to prevent any such unpleasant situations as have arisen at various other national political and fraternal gatherings.

Portland also adopted a new system of handling the convention. It is patterned after the commission form of government that has been in effect in various cities throughout the country for the last few years. K. K. Kubli, past exalted ruler of the lodge, is chairman of the commission, a position corresponding to that of mayor. Harry C. McAllister, former Oregon Fish and Game Warden, is secretary. There are ten commissioners, one in charge of each of the following departments: parades, decorations, entertainment, reception, grand lodge meetings, publicity,



Sixth Street, Portland, which will form one side of the "Court of Honor," an attractive feature of the coming festival. Federal building in the background.



John P. Sullivan, of New Orleans (6 feet 2 inches), and Fred C. Robinson, of Dubuque, Iowa (5 feet 4 inches), Grand Exalted Ruler and Grand Secretary respectively of the Elks.



Seventh Street, Portland, which will form another side of the magnificent "Court of Honor" designed for the Elks Convention. This structure is to be a triumph of artistic taste.

treasury, finance and auditing, hotels and general arrangements. Each commissioner is chairman of a sub-committee. The plan has worked successfully.

Early last December John P. Sullivan, of New Orleans, grand exalted ruler; Fred C. Robinson, of Dubuque, Ia., grand secretary; Thomas B. Mills, of Superior, Wis., chairman of the board of grand lodge trustees, and Cary L. Applegate, of Salt Lake City, grand trustee, visited Portland and made preliminary arrangements for the meeting. They selected the Multnomah Hotel, a magnificent new, nine-story building covering an entire city block, as grand lodge headquarters; the Oregon National Guard Armory as the place for holding the business sessions; chose the route of parade and made a number of minor appointments.

Portland people have planned many novel and unique forms of entertainment. They propose, among other things, to conduct their guests to "The Oaks," a pleasure resort on the Willamette River, within the city proper, throw open the gates and all concessions, allow the visiting Elkian herd to roam in and out and disport at will. Five tons of fresh Columbia River salmon have been ordered and will be served free to visitors at a mammoth barbecue at The Oaks. Another excursion will be made to "Council Crest," a natural playground on top of a mountain of that name, which also is within the city limits. All amusements will be free. This place

affords a splendid scenic view which, it has been declared, can not be equalled anywhere in the world.

Excursions up and down the Willamette and Columbia rivers, free automobile rides to various scenic points in and about Portland and spectacular daylight and electrical parades are other features, not to say anything of the brilliant social functions of the week which will be brought to a close with a grand ball on Friday of convention week.

Probably the most interesting feature of any convention of Elks is the annual parade. This will be held this year on Thursday, July 11th, and will be participated in by fully 30,000 uniformed members and 100 bands. No two lodges will be uniformed alike. The Portland commission has offered an aggregate of \$10,000 in prizes to be distributed among the

lodes having the most unique uniforms, the most stylish uniforms, the lodges having the greatest number of women in line, the best decorated floats, the lodge having the greatest number of men in line, the lodge traveling the greatest aggregate distance (determined by number of men in line multiplied by the distance from home to Portland) and for various other features. Special prizes will be given to the fattest, the leanest, the tallest, the slimmest and the oldest Elk in the parade. About \$2,500 has been offered for band concert prizes, and nearly \$5,000 as prizes for decorated buildings.

Traffic men have offered reduced rates from all points in the country to Portland on account of the convention, and it is estimated that more than 150 special trains will be operated. New York Lodge, No. 1, will have four trains. One each already has been promised from Brooklyn, Boston, Philadelphia, Pittsburgh, Birmingham, Ala., New Orleans, Dallas, Cleveland, Cincinnati, Chicago, St. Louis, East St. Louis, Ill., Kansas City, St. Paul, Minneapolis, Fargo, N. D., Denver, Salt Lake City, Butte and scores of other cities. Every town in Oregon, Washington and Idaho and nearly every city in California will send its special trains and visitors.

The Federal government has given recognition to the event by ordering several warships now in Pacific waters to remain in Portland for the week. They will be used in the marine parades.

Of Especial Interest to Women

CENSORING SUITORS

The plan of Dean Sumner for a clean bill of health before marriage is not the only experiment for the safeguarding of marriage. For the protection of their marriageable daughters, the mothers of Catlin, Ill., have organized a Mothers' Protective Association. A list of questions has been provided, which will have to be answered satisfactorily for every suitor. These are the principal ones: Does he smoke cigarettes? Does he drink? Is he known to be profane or vulgar? Does he read good books? Does he go to church or Sunday school? Does he spend his evenings at home or in saloons? Is he considerate of his mother and sisters? What are his business prospects? Mothers and daughters have the right to know concerning these matters, and they ought to know before the important step is taken. But the plan of this mothers' association, by which, through a chain of branches in various cities, all members of the association may secure tabulated information concerning any young man who may come courting from a distance, savors too much of a commercialized marriage bureau. Any young woman who declines to marry in haste will have abundant opportunity to find out all that needs to be known about the personal life of her suitor and his business prospects without resort to a mothers' protective association.

EDITORIALS FOR WOMEN

The St. Louis *Times* sees an "implied affront" in the mere phrase, "Editorials for Women," which *LESLIE'S* has been running for some time. "Does one hear of editorials for men?" it asks. "And should not all editorials be addressed to the thinking people of the community, without regard to classes of any kind?" But one does hear of editorials for men, even for certain classes of men. Every profession, every trade has its own journals, whose editorials are addressed not to all men, but to certain limited classes of men. So we have editorials for doctors, lawyers, merchants, carpenters, masons and so on through the whole list. There are likewise women's magazines, not only with editorials, but with every other feature designed especially for women; and many of our most progressive dailies have a woman's page or department. We fail to see how there is an "implied affront" to women in our inauguration of "Editorials for Women." We should be interested to hear from the women themselves to that effect if it be so. Everything in the "People's Paper" may be taken as adapted to the reading of the woman who wants to keep in touch with the progress of the world, but there are many questions concerning the home, the schools, woman's work, etc., which are of particular interest to women.

WOMAN'S ATTITUDE

In the much-heralded address of the only woman who spoke at the Christian Conservation Congress, in New York, Miss Jane Addams spared not her own sex for their harsh and unsympathetic attitude toward fallen women. "The impious contempt which good women, who are kind and sympathetic to all other human creatures, show to unfortunate young women," said Miss Addams, "is eminently irreligious." Or, again, "Kind-hearted women cannot brook such things as every investigation shows exist in our cities to-day. Their hearts would break had they not been trained to believe that virtue itself demanded from them, first, ignorance, and then harshness." The general feeling of society toward the fallen woman but interprets the attitude toward her of her own sex. Mothers who would feel their reputation forever ruined if they spoke a word to a "woman of the streets" allow their daughters to go with men whose experience covers all forms of social sin. There can be no doubt that the double standard is largely due to woman herself. Instead of exalting her in the eyes of the world, it makes her an easier victim to the passions of man and renders the path of reform for the penitent most difficult to travel. It is a sign of social progress that of late years there has been a marked growth of sentiment in favor of a single standard of morality.

The American National O the launch

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DR. ALEX. MEIKLE
The efficient Brown Univ. has just been President of Colle

born in Er when a s from Bro '93, later gree of became a or, and af cured the Doctor of at Cornel quently h to Brown, end of fou classroom was made the univer vance wit a prece spite of administr ties, the c tinued his work. His very popu flunial In his you an all-arou and is stil cricket pl has worke improve ties. It i ministrati make grea

THE gan an put a nati in the field is the Soci which at convention apolis no Eugene V President Seidel fo President. the fourth succession Debs has inated by for the pr spect he When he v bearer in Debs was his vote r it was 420 on running

People Talked About



A GREAT BATTLESHIP'S SPONSOR AND HER MAIDS OF HONOR.

The American dreadnought "Texas," the largest war vessel ever built, was christened at her launching at Newport News, Va., by Miss Claudia Lyon, daughter of Colonel Cecil Lyon, Republican National Committeeman from Texas. The picture shows Miss Lyon and her attendants just before the launching. Left to right: Miss Garland, Miss May Colquitt, daughter of the Governor of Texas; Miss Claudia Lyon, Miss May Link and Miss Moe Furey.

THE TRUSTEES of Amherst College, Amherst, Mass., have, in the judgment of the educational world, acted most wisely in selecting



DR. ALEXANDER MEIKLEJOHN.

The efficient Dean of Brown University, who has just been elected President of Amherst College.

Dr. Alexander Meiklejohn was born in England and came to this country when a small boy. He was graduated from Brown University in the class of '93, later got his degree of A. M. and became an instructor, and afterward secured the degree of Doctor of Philosophy at Cornell. Subsequently he returned to Brown, and at the end of four years of classroom work he was made dean of the university, an advance with scarcely a precedent. In spite of his trying administrative duties, the doctor continued his classroom work. He has been very popular and influential at Brown. In his youth he was an all-around athlete and is still an expert cricket player. He has worked hard to improve the scholarship of the fraternities. It is believed that under his administration Amherst will continue to make great progress.

THE FIRST organization of any size to put a national ticket in the field this year is the Socialist party, which at its recent convention at Indianapolis nominated Eugene V. Debs for President and Emil Seidel for Vice-President. This is the fourth time in succession that Mr. Debs has been nominated by his party for the presidency, so that in this respect he outdoes even Mr. Bryan. When he was made a national standard-bearer in 1900, the popular vote for Mr. Debs was a little over 87,000; in 1904 his vote reached 402,000, while in 1911 it was 420,793. Thus, if he should keep on running, he might in the course of

decades poll the million votes that his party has been yearning for. Mr. Debs is a man of some ability, but his radical views have not commended him to the great mass of American people. His running mate, Mr. Seidel, was the first and perhaps the last Socialist mayor of Milwaukee. He was badly defeated for re-election recently by an uprising of the voters of the Wisconsin city.



MRS. ANNA PITZER.

Champ Clark's sister-in-law, chosen a delegate from Colorado to the Democratic National Convention.

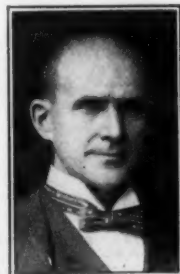
WHETHER or not Speaker Champ Clark captures the Democratic nomination for the presidency, one, at least, of the delegates to the national convention, which will meet in Baltimore on June 25th, may be relied upon to vote and work for him to the bitter end. She is Mrs. Anna Pitzer, of Colorado Springs, Colo., in which State woman suffrage prevails, and she is the first woman ever selected as a delegate to a Democratic National Convention. Mrs. Pitzer is a sister-in-law of Mr. Clark and zealous in his cause. She will cast her vote for him on every ballot, and will do all else in her power to bring about his nomination. Mrs. Pitzer has long been an ardent suffragist, and she is a woman of great strength of character, with much ability as a speaker.

She is gray-haired and dignified, earnest and thoroughly informed on the topics of the day.



WAIFS OF THE "TITANIC" FOUND BY THEIR MOTHER.

Madam Michel Navratil and her two abducted children, "Lolo" and "Lump," who were rescued from the "Titanic," and with whom she was lately reunited.



FIRST NATIONAL NOMINEES FOR 1912. Eugene V. Debs (at left), who was nominated for President, and Emil Seidel, who was nominated for Vice-President, by the Socialist National Convention at Indianapolis.



ONE OF the most moving incidents of the Titanic disaster was the rescue of two unidentified little children, who were thrust into the arms of a young New York lady just after she had taken her place in a lifeboat. They had sailed on the Titanic with a man who was supposed to be their father, and for some time it was impossible to learn anything about their previous history. The news spread all over the world, however, and from the printed description Madam Michel Navratil, of Nice, France, believed that the waifs were her sons who had been abducted by her husband after he had deserted her. She hastened to New York and identified the youngsters.



Sydney Carton on the Scaffold

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"In a pinch, use Allen's Foot-Ease."

The World's Greatest Naval School

(Continued from page 645.)

sprung a leak and sank in twelve feet of water.

When the Bureau of Navigation at Washington was established in 1862 the academy was placed under its supervision, and the administrative and financial management of it is still conducted through this department. Since that time thousands of young men have been graduated from its halls and the academy has earned the reputation of being the greatest naval school in the world.

At present there are 732 midshipmen at the academy. They are from all parts of the United States and Territories, including Porto Rico and Hawaii. All students, by the act of Congress of 1902, are styled midshipmen. Two appointments are allowed for each Senator, Representative and Delegate in Congress, two for the District of Columbia and five each year at large appointed by the President. After June 30th, 1913, each Senator, Representative and Delegate in Congress will be restricted to the selection of one midshipman.

All candidates must at the time of their examination for admission be between the ages of sixteen and twenty years. The course is six years—four years at the academy when the succeeding appointment is made, and two years at sea, at the expiration of which time the examination for final graduation takes place. The undersized young man will not be admitted, and the height of a candidate for admission must not be less than five feet two inches between the ages of sixteen and eighteen years, and five feet four inches from eighteen to twenty. This regulation a few years ago led to the invention of a stretching machine by a young man from the middle West who was under size. After using it for a year he attained the required height, was graduated and is now serving on a battleship.

The candidate must not weight less than 111 pounds at the age of sixteen. He is subjected to a rigid mental examination in reading, writing, spelling, punctuation, grammar, geography, history of the United States, history of the world, arithmetic, algebra and geometry. A deficiency in any one of these subjects may result in his rejection, as no candidate will be admitted unless in the opinion of the academic board he shows the requisite mental qualification. He must also be in perfect health and his physical test is as exacting as the mental one. During the recent examination held in April only fifty-five per cent. of the candidates passed the mental test, and it is likely that this percentage will be reduced by the failure to measure up to the physical requirements.

The pay of a midshipman is \$600 per year and this begins on the day of his admission to the academy. He at once spends \$220.64 for clothing, bedding and other equipments, some of which are as follows: A rug for 70 cents, a hair pillow for 75 cents, six pillow cases for 72 cents and six sheets for \$4.20. So it can be seen that his apartments will not be luxurious. He must deposit \$60 when he enters, and this will be credited on the books of the pay officer to be expended by the direction of the superintendent in the purchase of text-books, etc.

When he has fully been entered as a midshipman it is the aim of the officers in charge to educate the young man to become a competent naval officer—to become a master of the art of maritime warfare, to be a gentleman as well as an officer and to hold honor and duty to country paramount to everything else. The neatness in dress of the officer of the United States Navy is proverbial, and only those who come in close contact with them can appreciate the change four years at the Naval Academy can make in the habits, dress and manners of a young man, to say nothing of the excellent education he receives.

The midshipman has few luxuries at the academy. His room is furnished in the simplest style—an iron bed, a bookcase, a cupboard, a washstand, a study table and a chair go to make up the furnishings. The walls are bare, and if he has a picture of "the girl he left behind" it can be tacked inside the door of his cupboard. Each midshipman occupies a room alone. These rooms are in suites for two men, with a shower bath to be used by both. The study table is in the largest room and is used

by the two men. The first classmen, however, have a study room apart from their bedrooms. The quarters of the fourth classmen or "plebes" are the smallest.

Life at the Naval Academy is not one of ease, for when the six o'clock gun is fired the "middy" must rise. He dresses hurriedly, goes to formation, eats his breakfast, hears prayers recited and goes back to his room to put it in order for inspection. At eight o'clock he reports for recitation, and from that hour until 12.30 he is either studying in his room or attending recitation. After this comes another formation and dinner, and from 1.30 until 4 o'clock the lessons continue and then come drills—artillery, infantry, seamanship, or boats under oars or steam launches or cutters under sail. In winter there are drills in the armory, lessons in rope splicing in the gun shed and "setting up" exercises in the gymnasium. To these duties are added genuine manual labor in the steam engineering department, for besides the regular studies, which include two modern languages as well as English and the laws of nations, together with drills and tactics, the midshipman learns to be an expert draughtsman, an electrician, a boilermaker, a machinist, a blacksmith and a pattern maker. He must also be an expert chemist.

At 5.30 in the evening studies and drills end for the day and the midshipman has from that hour until 7 o'clock for recreation. If he belongs to one of the athletic teams he usually puts in some time in exercises such as their rules allow. At 7 o'clock he has supper and thirty minutes later he has two more hours of "boneing" as the midshipmen term study. When the 9.30 gun is fired he is released for half an hour and may visit other midshipmen's rooms. At 10 o'clock the lights go out and the night inspection of the officers follows. This is for the purpose of making sure that the midshipmen are in bed.

June week and graduation day are the great events of Naval Academy life, for the social life during the year consists of hops and visits to friends in Annapolis. During June week Annapolis is crowded with visitors. All parts of the country seem to join hands on this gala occasion. The class is graduated on Friday of "June week" and the farewell ball to the class is held that evening. The men who have finished their course at the academy go to their homes for a month's vacation before being assigned to the ships. The other three classes start on their annual cruise early the next morning. For the past few years the cruise has extended to different parts of Europe, where the American midshipman has seen his prototype of other lands. This year, however, the future admirals will get their sea practice on the different battleships along the United States coast.

Captain James Gibbons is the present superintendent of the academy—a man of commanding presence, striking personality and possessed of those qualifications which are sure to make his administration successful. Lieutenant Adolphus Andrews is his aid and Captain George W. Logan is the commandant of midshipmen. The officer is one of the most popular commandants the academy has ever known.

For many years the buildings of the academy were inadequate for the work. As the country grew and new battleships were built more officers were needed and the number of midshipmen increased rapidly. From time to time Congress made appropriations to meet the needs of the work until it was finally decided that a new Naval Academy should rise, and ground was broken for this on April 24th, 1899, when Admiral McNair, the oldest living graduate of the institution, turned up the sod. Ten years were allotted for its completion. The group plan was selected. The new Naval Academy is now practically complete. It has cost about \$10,000,000.

Bancroft Hall, with quarters for 900 midshipmen, is the center of the first group, with the Armory on one side and the Seamanship Building on the other. In front of these is a magnificent parade ground, a large athletic field with a big iron grandstand which will seat 4,000 persons, and down by the water's edge are the gun sheds, where the midshipmen practice using the Morris tubes and

(Continued on page 653.)

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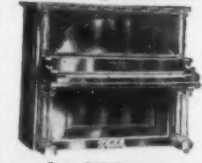
RECIPE—Cover half a box of gelatine with cold water and let soak twenty minutes. Dilute one can Borden's Eagle Brand Condensed Milk with an equal quantity of water, and put in the double boiler; when hot add one-half cup sugar and the gelatine. Stir, strain, and when cold—not stiff—flavor with one teaspoonful vanilla extract, and add one-half cup of sherry. Turn into a mould or small cups, and set on the ice to harden.



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The World's Greatest Naval School.

(Continued from page 652.)

doters and the loading machines. Bancroft Hall is 900 feet long and contains, besides the midshipmen's quarters and mess hall, Memorial Hall, where tablets in memory of naval heroes have been set up. The Armory is 400 feet long and 110 feet wide and the Seaman-ship Building is of the same dimensions. All three buildings are connected by covered ways, making a building 1280 feet in length.

The second group is composed of the superintendent's residence, the chapel and the Administration Building. The chapel is built in the form of a Greek cross surmounted with a lofty dome 210 feet high. The dome was built on eight concrete columns which are now hidden by the walls. The huge dome is said to weigh 3,000 tons.

The service in the chapel with the entire brigade of midshipmen present is most impressive. The cost of this temple of worship was about \$400,000. The academic group consists of the library, with its 54,000 volumes, and buildings for the departments of chemistry, physics, mathematics and mechanics. These buildings are connected and are 350 by 400 feet. The old battle flags of the navy are to be preserved in niches in the walls of the library building. A large auditorium is also in this building.

The steam engineering department buildings form the fourth group. The fifth is residential—the homes of the officers stationed at the academy. The grounds which are beautifully kept are dotted with naval monuments and trophies of war in the shape of guns of different periods, torpedoes, mines and curious old relics, all of which have interesting histories. The old *Hartford*, the flagship of Admiral Farragut, lies at the Santee Wharf and close by is the sunken *Santee*. Out in midstream the *Olympia*, Dewey's flagship at the battle of Manila, rides at anchor. Torpedo boats and submarines glide about the river and saucy little steam launches and cutters rock to and fro along the sea wall.

The land on the opposite side of the Severn is known as Fort Madison, and here there is a 1,000-yard rifle range where the midshipmen become proficient in small arms. At the extreme end of the academy grounds inland, a bridge over a creek leads to the naval cemetery, where many of the academy's illustrious graduates are buried, and beyond this is the splendid hospital for the midshipmen.

"Only a Nigger."

(Continued from page 646.)

He came home on time, but, as Marcella's trained observation told her, a little the worse for liquor. He called her into the dining-room, where he was sitting beside a decanter, and asked her minute questions, first about her care of his daughter, then about the other servant's departure for an "evening off," and at last about her own solitary position in the world.

"Just step out on the porch," he said, "and, when the policeman comes by, tell him I want to see him."

Marcella was afraid of policemen—she had been lodging in places where policemen were not liked—but she obeyed and soon returned with the officer.

"Hello, Johnson!" said the master of the house. "I just thought you might care for a drink."

Johnson appreciated this consideration.

"Bring a glass for Mr. Johnson, Marcella," said Marcella's employer. "This is our new nurse, Johnson," he went on, smiling. "I think she's a nice girl, but if she isn't I may just have to call you in to arrest her one of these days."

The policeman enjoyed the joke, the more so because he observed that Marcella's suddenly widened eyes betrayed the fact that she did not understand it to be a joke only. He drank his liquor and departed.

When Johnson had gone, her employer called Marcella.

"Don't you want a drink?" he asked.

"No, sir, thank you," said Marcella.

"I don't drink."

"Nonsense!" said her employer.

"Indeed, I don't!" said Marcella.

Her employer poured some liquor into a glass.

"Take that," he said.

"I don't want it," protested Marcella. "You want to keep your job, don't you?" asked her employer, his eyes narrowing.

Marcella's agile brain conjured up her recent misery.

"Yes, sir," she said.

"Then don't be a fool," said her employer. He pressed the glass into her hand.

"I'm a good girl," faltered Marcella. Her employer laughed. A good girl? At her age—a nigger?

"If that's so," he said, "don't make me call in Mr. Johnson and have him arrest you for trying to steal while I was downtown this evening. Take your drink and have another. Then we'll have a little chat."

That was the beginning. When, a few weeks later, the wife caught her husband handing Marcella a dollar bill, the husband explained that he was not giving the money, but recovering it; he said—for he had no time to think of a better excuse—that he had just caught Marcella taking the bill from his dressing table.

And so Marcella lost her second job and received no recommendation. She never went back to nursemaid's work. The last time I saw her, she was in a police station, arrested for plying an older trade.

The turnkey nearly hurt himself laughing when he told me that he had been eavesdropping and had heard Marcella saying "Now I lay me down to sleep" in her cell. He seemed to think the note incongruous.

"Do you happen to know how she started this life?" I asked.

"No," he answered; "but I guess it just came natural to her. It goes with the color."

"Something might be done for her," I ventured.

But the turnkey, spitting a loud stream of tobacco juice on the paved floor, shook his head.

"What's the use tryin'?" he asked.

"She's only a nigger."

Business Management to Stop Navy Waste.

(Continued from page 644.)

may come up, and the ability to handle successfully the casualties that will probably be met in action is one of the most important parts of the training.

"The principles of scientific management have been known and practiced in the fleet for years. Recently this has been the cause of the wonderful increase in the gunnery efficiency of the navy. Business principles have been applied to the navy, both ashore and afloat, so far as possible. Radical changes have been made where the efficiency of the yards and ships would allow, and a progressive policy of improvement has been consistently followed throughout this administration.

"Consolidation of stores, simplification of accounts, separation of the accounting from the shops and its consolidation under one officer, increased accuracy in the reports of the cost of work—all these have had a part in the production of a more economical and efficient administration of the navy."

War on Mosquitoes.

THOSE who have ever felt the sting of a Jersey mosquito will be interested in any measure of mosquito extermination. A vigorous warfare has been instituted by the health department of Montclair, N. J., to clean up all breeding places of the pest before the propagating season fairly opens. The following recommendations are made, looking to the reduction of the mosquito population by some hundreds of millions:

Pick up all cans and bottles. Turn over every pail or tub that may hold water. Drain or fill every little depression. Clean up the edges of ponds and brooks. See that the roof gutters are not stopped up, and that they have a proper fall. Not only tolerate but assist the special inspector who will visit your premises once each week. Every citizen will benefit by whatever relief is obtained as a result of these inspections. Watch your neighbor and report him if he violates the law.

Those who ignore this warning will be made public, as they ought to be. The United States government, having complete jurisdiction, has been able to clean up the Panama Canal zone in every respect; but the New Jersey town desirous of getting rid of its mosquito pest will have to rely somewhat upon arousing public sentiment against those who permit breeding spots upon their premises.

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The "Porosknit" guarantee has no conditions or time-limit. This means that there is such quality in genuine "Porosknit"—the best materials possible, the utmost care in making, durability, true fit and comfort—that we, the makers, can stand back of each garment with the absolute warranty of "satisfaction, or your money back."

This is unanswerable proof of how good is genuine "Porosknit."

Accept no imitation—remembering that none but the genuine can have the real "Porosknit" label, as shown here. Look for the Guarantee Bond with each garment. "Porosknit" UNION SUITS are the maximum of comfort—no bulging at waist line—easy to button—stay buttoned. Light, Cool and Elastic.

For MEN 50c Any Style Shirts and Drawers per garment For BOYS 25c Union Suits—Any Style For Men \$1.00 For Boys 50c

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Hold it up—see how it sparkles and bubbles with life, it suggests joy and laughter.

Taste it—cooling, refreshing, delicious—overflowing with vim and snap.

Free Our new booklet, telling of Coca-Cola vindication at Chattanooga for the asking.

Demand the Genuine as made by THE COCA-COLA COMPANY, ATLANTA, GA.

Whenever you see an Arrow think of Coca-Cola.

FINANCIAL

COMMON SENSE INVESTMENT

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satisfactory investment possible in the
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5% and having the prime essentials of a good
investment—marketability and safety.

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nies buy. List of 90
\$100 and \$500 Bonds
paying 4 to 6%; small
payment plan. Write
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A FINANCIER'S FLIGHT IN A DIRIGIBLE BALLOON.

President A. H. Wiggin, of the Chase National Bank, New York, and Mrs. Wiggin starting with other American passengers in a dirigible balloon on a trip from Baden-Baden to Frankfurt, Germany. Mr. and Mrs. Wiggin are on the right, with Mr. and Mrs. Jonathan Bulkley in the next compartment.

Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Leslie-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

THE REVIVAL of interest in the stock market is significant. It is curious how history repeats itself. Whenever stocks go up from five to fifty points everybody wants them. I presume hundreds of my readers, who would not touch the cheap industrial stocks when they sold ten or twenty points lower, loaded up with them when the market began to boil.

On March 14th, in answer to High-flyer, Seattle, Wash., I said: "Among the low-priced dividend payers that are attractive are such stocks as Beet Sugar Com., selling around 50 and U. S. Rubber Com., selling around 45." Since then Beet Sugar Com. has sold as high as 75 and Rubber Com. nearly as high. On March 21st, in answer to Spec., Ardmore, Okla., I said that American Ice and U. S. L. & H., the former around 20 and the latter around 15, were "among the cheapest on the industrial list." Since then Ice has sold at 30 and U. S. L. & H. at 23. On March 28th, in answer to P., Texarkana, Ark., I said that "The purchase of low-priced industrial stocks like Corn Products, Int. Paper, Un. Bag & Paper, American Ice and U. S. L. & H. Com. would offer a good chance for speculation to the patient holder. In due time the market must have an upward swing."

If my readers had bought these stocks at the time these suggestions were given all of them would have shown a handsome profit on the upward swing. But nothing was doing at that time, and financial writers were decrying the purchase of almost anything. The buyer of 100 Union Bag & Paper, then selling at \$5 a share, would have realized \$1,700 on his investment of \$500, if he had sold at the high price the stock reached a few weeks ago.

After a sharp and sudden advance in the market a recession usually follows. Sometimes on bad news we have a very serious break. It is usually safe at such times to pick up stocks for an advance of two or three dollars per share.

This illustrates once more the benefit of being patient in the stock market. A year or so ago I advised the purchase of U. S. L. & H. Pfd. at 90, with a bonus of twenty-five per cent. in common stock, occasional complaint was heard from impatient readers, who said that the stock had declined. My reply uniformly was that it was better to pay no attention to the fluctuations of the stock, but to wait for the final outcome which I felt sure would be satisfactory. Those who retained their preferred shares now find that they are selling at

what they paid for them, and that they have their common stock (now selling at over 20) as a clear profit. Meanwhile they have been getting seven per cent. dividends on their investment.

Of course it is utterly impossible for any one invariably to predict the course of the market or to select with certainty stocks that will advance. One can only exercise his wisest and most conservative judgment in the light of experience. That I have tried to do without fear or favor, and numerous letters of compliment from my readers assure me of the their appreciation.

There is no royal road to wealth in Wall Street or anywhere else. My endeavor has been, first of all, to keep my readers from making losses by the purchase of stocks, worth little or nothing, that are being foisted on the public by tipsters, promoters and well-paid agents. Readers who have followed my advice, in the past few years, have kept away from the wireless telegraph, wireless telephone, oil, magazine and mining stocks, most of which have proved utterly worthless.

The safest speculations are to be found in stocks listed and sold on the exchanges. On the New York Stock Exchange, for instance, no stock can be listed or sold until it has made a report as to the financial condition of the

(Continued on page 655.)

FINANCIAL

U. S. STEEL

Reasons for the forming of the Steel Corporation.

Interesting facts brought out in the late investigation.

Schwab's estimate of the value of the company's ore deposit.

Is it sufficient to supply the increasing demand?

These and many other pertinent facts clearly and concisely brought out in our letter on "Steel."

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Each week we issue a weekly letter dealing with one particular stock, which, after careful study we believe a good investment, yielding a good return, and also one which should increase in value. This will be sent on request. Remember, we are brokers for the small as well as the large investor. We make a specialty of executing small lots of stock, either to be bought outright, on margin, or on our monthly payment plan.

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\$500, \$1,000 and \$5,000, secured by the Westminster Building—a modern, 16-story, steel-frame, fireproof office building—at the S.W. Cor. Monroe and Dearborn streets, in the heart of the business section of Chicago. We recommend these bonds to your favorable consideration because—

1st—Of the attractive character of the security—a new modern office building in the principal banking district of Chicago.

2d—The total issue is \$750,000 and the security is conservatively valued at \$1,600,000—more than twice the amount of bond issue.

3d—The bonds are unconditionally guaranteed as to principal and interest by men whose net worth is several millions of dollars.

4th—A conservative estimate places the net income from the building at three times the greatest annual interest charge and provides a large surplus for the retirement of the bonds.

5th—The bonds mature serially in two to fifteen years; the margin of security increasing annually.

6th—These bonds are readily convertible, as it is and always has been our custom to repurchase securities from our clients, when requested, at par and accrued interest, less the handling charge of 1%.

7th—The bonds are recommended by S. W. STRAUS & CO., Mortgage and Bond Bankers in Chicago for thirty years. During that time no investor has ever lost a single dollar of principal or interest on any security purchased of us.

Write for Descriptive Circular 245A

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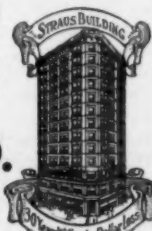
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\$25,000 in \$100 Shares
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gages, over my own name, without the loss
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offer for sale \$25,000 of the \$50,000 Pre-
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at \$105.

Certificates issued in amounts to suit.
WALTER L. WILLIAMSON,
30 Years' Continuous Residence. **Lisbon, N. D.**

Jasper's Hints to Money-makers.

(Continued from page 654.)

company. This report is not always so
complete as to safeguard the investor
from loss, but it is so as a rule.

L., Paterson, N. J.: The Franklin Candy
Co.'s literature promises too much.
S., Colorado Springs, Col.: I can get no
quotation on Automatic Trans. stock. Noth-
ing is known of it on Wall Street.

S., Philadelphia: Do not sacrifice your Minn.
& St. Louis. The market has shown evidences
of life.

L., New York: 1. The Metropolitan Con-
cert Co. is extinct and the stock worthless. 2.
Can get no trace of the others.

W., Montour Falls, N. Y.: The Virginia
Railway first mortgage 5's are not, strictly
speaking, in the highest investment class, but
are fairly well secured.

Subscriber, New York: Goldfield Con. looks
like a risky speculation unless new ore bodies
are discovered. I doubt if present dividends
can be maintained.

S., Rochester: The Kelvin Sultana Copper
Co. was organized with a capital of \$3,000,000,
which looks very high considering the character
of the properties. The estimates of its out-
put are exaggerated. It is highly speculative.

Anxious, Carthage, N. Y.: When a dividend
is declared, it is usually accompanied by the
statement that the books will close at a certain
date. Those who buy the stock before the
books close receive the dividend.

F., Indianapolis: 1. Have nothing to do with
the suburban lots. 2. This business is being
largely overdone. Put your money in some-
thing you are perfectly familiar with. Don't
listen to the enticing words of strangers.

B., Brooklyn, N. Y.: It would be much wiser
to put your money in a stock listed on the stock

exchange or having a ready market in Wall
Street. It is easy to do this if you will simply
follow my suggestions.

S., Madisonville, O.: If the market main-
tains its strength, all the stocks on your list,
especially Westinghouse, So. Ry., M. K. & T.,
and Texas & Pacific, have merit, but the mar-
ket is entitled to a reaction after its rapid ad-
vance.

L., Little Falls, N. Y.: Nothing has been
disclosed in reference to the July dividend on
Republic Steel Pfd. Under present conditions,
a conservative policy would not justify the
dividend, though, of course, conditions may
change.

C., St. Louis: Whether an investment in
bonds is better than an investment in stocks
depends upon the relative value of each. As
a rule, bonds of a corporation take prece-
dence over the shares. Anonymous com-
munications are not answered. See head note.

H., Utica: The par of Goldfield Con., is \$10.
It sells apparently at a low price in spite of its
dividends, because it is constantly being de-
pleted. Every dividend leaves just so much
less in the property. It is conjectural how long
dividends will be continued.

E., New Orleans: I think better of the South-
ern Pacific twenty-year Convertible 4's
around 95. Their convertible privilege may
have a speculative value. Atchison Com. is as
attractive as Southern Pacific from the stand-
point of investment and speculation. Atchison
Pfd. is nearer the investment class.

L., San Pedro, Cal.: It is usually risky to
put money into a new patent enterprise, be-
cause the inventor's ideas are not always of
commercial value and sometimes require a
great deal of money for their development.
Unless you have full knowledge of the value of
the investment, I advise you to leave the
stock alone.

B., Davenport, Ia.: the Pullman Company
offers you a safer investment than the other
stock you mention because the Pullman has
less competition. The Pullman is listed. Any
broker will buy it for you or you can give an
order through your local banker. The Pullman
has an authorized capital stock of \$120,000,000
—no preferred.

Mechanic, Harrisburg, Pa.: You can begin to
invest in Wall Street with as small an amount
as \$100. The list of a number of bonds paying
from 4 to 6 per cent. issued in denominations
of \$100, and which can be bought on small
payments, has been prepared by Beyer & Co.,
\$100 Bond House, 52 William Street, New
York. Any of my readers can have a copy by
writing to Beyer & Co. for their "List L. 24."

Widow, Portland, Me.: The 6 per cent. first
mortgage bonds secured by improved property
in Chicago are issued in denominations as low
as \$500. An attractive feature is that they are
readily convertible, as the brokers have always
made it a custom to repurchase their securities
from their clients on a fair basis. Write to
S. W. Straus & Co., Mortgage & Bond Bankers,
Straus Building, Chicago, for their "Descriptive
Circular 246 A."

Good Returns, St. Paul, Minn.: Farson, Son
& Co., bankers, members of the New York Stock
Exchange, 21 Broad Street, New York, are
recommending to investors a 6 per cent short-
time timber bond. This firm states that na-
tional banks have already bought bonds of this
issue and that the assets are five times the
amount of the bonds. Readers who are in-
terested in a 6 per cent. security should write
to Farson, Son & Co. for their "Circular K."

Clerk, Chicago: I do not advise you to
speculate on a margin until you know the ways
of Wall Street better. You can buy 5, 10, 50 or
100 shares. It would be better to pay for a
smaller number outright than to buy a large
number on a margin, until you have learned
a little more about market operations. A free
booklet on "The Advantages of Fractional Lot
Trading" has been compiled by J. F. Pierson,
Jr., & Co., members New York Stock Exchange,
74 Broadway, New York. Write to them for it.

Periodical Payment, Denver: Speculators
sometimes buy stocks on a partial or periodical
payment plan when, believing that the market
is headed for a rise, they want to take on all the
stocks they can carry. Some brokers make a
specialty of selling small or large lots on a
periodical payment plan and advertise to that
effect. They are always ready to give infor-
mation to inquirers. Write to Carlisle & Co.,
bankers and brokers, 74 Broadway, New York,
for their "Circular P. P. No. 72."

S., Rendham, Pa.: In view of the fact that



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U. S. A. April 30th, 1907.)
\$1.00, \$1.50, \$2.00, \$3.00 and
\$5.00 the suit.

The B. V. D. Company,
New York.

London Selling Agency,
66, Aldermanbury, E. C.



the New Haven paid about 45 for control of the
O. & W. and issued 4 per cent. bonds to make
the payment, it has always seemed reasonable
to believe that the 2 per cent. dividends on the
stock would be continued. There ought to be
no difficulty in making the road earn 2 per cent.,
and I believe it will do so unless there is a pur-
pose to depreciate the stock for speculative
ends. Insiders have been known to do such
things in the past. They are not as common as
they were years ago.

Choice, Dallas, Texas: When I called at-
tention to U. S. L. & H. Com. the stock sold at
about \$12 a share. It has since risen to \$22.
The company makes an apparatus to light and
heat railroad trains by electricity, and also a
self-starting device for automobiles. It has a
very large factory at Niagara Falls. The Pfd.,
paying 7 per cent, sells around 90. The Com-
mon is regarded as a fair speculation around 20.
Slattery & Co., brokers, 40 Exchange Place,
New York, deal largely in this stock and invite
inquiry from my readers.

Eager, Memphis: Your plan of buying prom-
ising securities on small payments until they
are paid in full is workable. Many investors
follow this method. If securities advance, they
realize a profit. If they decline, they continue
payments, until they have paid in full when
they become owners of the securities and can
hold them indefinitely or until the market
advances. Walston H. Brown & Bros., mem-
bers New York Stock Exchange, 45 Wall Street,
New York, invite correspondence from any of
my readers who want to make investments on
the installment plan.

Fifty Dollars, Seattle: 1. It is true that during
the excited times of a Wall Street boom, clerks
with \$50 or \$100 have quickly rolled this amount
up into thousands, but these opportunities are
rare. They come only during periods of great
excitement in Wall Street when everything is
advancing by leaps and bounds. 2. You can
begin to speculate with \$50 by buying small
lots and making partial payments. This plan
is described in "Circular No. 4," entitled "Odd
Lot Investments," published by John Muir &
Co., members New York Stock Exchange, 74
Broadway, New York. They will be glad to
send you a copy without charge.

H., Devils Lake, N. D.: A person with \$1,000
earning 4 per cent. in a bank will find the
greatest safety by leaving it there. Gilt-edged
bonds and stocks will pay a little more than
4 per cent. and if they advance will yield a
profit, but if they decline, a loss will be incurred.
You ought to be able to earn a little more than
4 per cent. on your money by buying securities
of the best class. Some brokers make a specialty
of conservative investments and are always
willing to advise my readers. If you will write
to Spencer Trask & Co., investment bankers,
43 Exchange Place, New York, for their bond

Circular No. 555, you can look over the invest-
ment securities they offer. They will be very
glad to answer any inquiries.

N., Iowa City: 1. After such a rise as the mar-
ket has had, it might be well to wait for a
reaction. 2. Manhattan Transit is purely
speculative, and I so spoke of it when I men-
tioned it as a fair possibility for a "flyer." It
was then selling around \$1 a share. Its par
value is only \$20. It looks as if a speculative
clique were trying to put it up higher. Who-
ever buys it must take a gambler's chance.
3. Do not sacrifice your G. W. 4. U. S. L. & H.
around 22, with probabilities that it will be
listed shortly, still offers opportunities for
speculation. It has recently secured control
of a new automatic starting device for auto-
mobiles, and I am told is overwhelmed with
orders.

Information, Riverhead, N. Y.: If you have
bought and paid for your Corn Products
Common at 17 3-8, it would be more advisable
to hold it than to sell at a loss. Several months
ago I suggested that the low-priced industrial
stocks, then being neglected, would offer a good
opportunity to show a profit whenever the
market had an advance. Union Bag & Paper
Com. was then selling around 5, Corn Products
Common around 12, International Paper
around 10 and other stocks at low prices. All
of these have had a substantial advance, not
because of any particular merit, but simply
because the whole market took an upward
swing, carrying the good and bad alike with it.
In due time the market will have another such
swing, and then you may be able to sell without
loss or at a profit. The patient holder is the
winner in Wall Street.

Dark, Seneca Falls: 1. K. C. S. Pfd. has un-
doubtedly suffered from adverse conditions of
winter and spring. Either the Pfd. is too low
or the Common too high. On its earnings
it ought to do better. The fact that it has
shown a declining tendency has led to a sus-
picion whether its earnings can be main-
tained. I would not sacrifice the stock at a loss
but I am in doubt as to evening up except on an
expectation of a general improvement in mar-
ket conditions. 2. Do not sacrifice your M. K.
& T. Pfd. If you have a profit that is another
matter. 3. The rise in Union Bag showed man-
ipulation. Whether those who were responsi-
ble for the advance have liquidated, I am unable
to determine. Industrial common stocks of
this class dropped to unusually low figures
while they were being neglected during the
period of liquidation and are apt to advance
whenever the market shows persistent strength.
For this reason I recommended their purchase
months ago. On the possibilities of dividends,
American Ice is more attractive than Union
Bag & Paper Common.

NEW YORK, May 30, 1912.

JASPER



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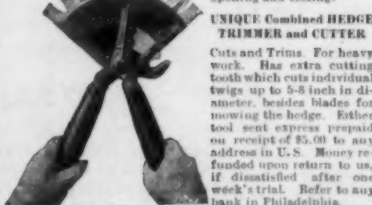
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At Sea With Uncle Sam's Blue Jackets

(Continued from page 649.)

The navy to-day is a great floating war college, but by the training it gives the young man it sows the seeds for profit which he may reap in peace as well as in strife. It is a human institution with the kindly guiding hand of the Secretary of the Navy over all. As in the present case, Mr. Meyer takes the keenest personal interest in the advancement and general welfare of the enlisted man. And it is right that he should. The navy embraces in its ranks opportunities for men to practice and learn some sixty trades. The modern warship with its crew of 1,000 must have the services of electricians (some of the most expert wireless men in the business are aboard Uncle Sam's battleships—they have to be letter perfect), hospital stewards, plumbers, machinists, stenographers, blacksmiths, bakers, musicians, bookkeepers, cooks, tailors and printers. There must even be a moving-picture man for some of the big ships carry as high as a couple of hundred moving-picture films to amuse the men evenings and supplement the band concerts.

The pay in the navy is particularly inviting. Besides the money which comes to many of the bluejackets from their regular ratings, if they are able to take on additional useful work their salary may be more than doubled. Gunpointers who qualify at target practice each year receive extra compensation until the following year. It is an incentive for more accurate work and brings an additional amount of from three to ten dollars a month, depending upon the size of the gun and the ability of the pointer. For instance, the laundryman on a first-class armored cruiser or battleship may pull down a surprisingly large amount. I was really amazed to learn that one of these workers netted a profit of \$150 a month. Besides this, he received \$38.50 on his rating as a fireman and in addition \$9 mess allowance. This brought his monthly earnings to \$197.50. It is more than an ensign in the navy is paid—a man who is a graduate of the Naval Academy. As we well know, a man in civil life who commands a salary of \$200 a month is considered a pretty substantial citizen.

Chief electricians are in line for promotion to the warrant rank of gunner at a salary of \$1,500 to \$2,400 a year. Recruits enter this branch as landsmen and are advanced after completing the course at the electrical school. As on other ships, besides the miles of voice speaking-tubes there are two telephone systems—one for interior communication and the other connecting the big guns for control of the firing at the time of action. If a man has a trade qualification, by passing an examination he may obtain his rating at once.

When the apprentice seaman enlists he is immediately put on the pay-roll at \$17.60 per month, although a month's pay must be accumulated on the books as soon as possible. After four months at the training station he goes on board ship, if he passes the examination as an ordinary seaman, with pay at \$20.90 per month. After one year as ordinary seaman he is advanced to seaman at \$26.40 per month, provided, of course, he passes the necessary examination. After reaching the position, or rating, of seaman he is immediately eligible for advancement to third-class petty officer with pay at \$33 per month. After one year as third-class petty officer he is eligible to the grade of second-class petty officer with pay at \$38.50 and \$44 per month. After a year as second-class petty officer he is qualified to be promoted to first-class petty officer. After a year as first-class petty officer he is in line for promotion to chief petty officer at \$77 per month. A chief petty officer, who has been in the navy for seven years is qualified to advance to rank of warrant officer at \$1,500 to \$2,400 per annum. From warrant officer the specially qualified man may be promoted to the various ranks of commissioned officer; but the Navy Department does not wish to convey the impression that an enlisted man may rise with ease from apprentice seaman to commissioned rank. It is possible, however; many enlisted men have succeeded after diligent application and are now regular commissioned officers.

There are 48,000 men in the United States Navy. One-fourth of that number are petty officers. That comparison

may serve to show what a sure chance the energetic man has for promotion. In the effort to keep the high standard of the men which is now established, the most rigid examination is observed in selecting them. Less than one man out of five who present themselves at the recruiting station is accepted. That is to say four-fifths of the applicants are rejected. It would be possible to recruit enough to fill the present vacancies from the number which could be furnished by the big cities like New York, Chicago and Philadelphia. But in order to secure a more representative lot of men the various stations from coast to coast are allowed to contribute their quota, even though these offices be located in small cities and far removed from the ocean. Last year nearly 16,000 men from all sections of the United States enlisted in the navy.

The advantages of a navy enlistment to-day are many. To begin with the bluejacket—the youth, usually, for he must enlist between the ages of 17 to 35 years—learns the habit of subordination. He is taught to do as he is told and do it right. He must stick to the job. More than likely he learns a trade before completing his enlistment. The vigorous setting up exercises and the warship discipline make an immediate difference in the boy. He is required to be a man and to learn what the navy of his country requires of him. The benefits of such a training go with a man through his entire life. A manufacturer, now prosperous and an owner of a large paper mill in the East, acquired his principal schooling before the mast in the navy. While there he learned to handle men. Afterward he succeeded in being employed in the factory which he was to own. He worked hard and soon was promoted to foreman of the shop. There was hardly anything but what he could do. One day something went wrong with a small wheel up in the eaves. It made most of the men dizzy to think of the height. The only ladder handy fell short thirty feet. But it was nuts for the old-time sailor. He scrambled up some way and in twenty minutes had everything running smoothly.

It is too bad that the fathers and mothers of the boys who enlist in the navy cannot have the opportunity of seeing what an intelligent and conscientious effort Uncle Sam makes to develop their sons into high grade workmen. My friend Franklin Matthews in his book, "With the Battle Fleet," pays this deserved tribute to the sailors of the navy:

"No longer is the navy the last refuge of the scum of the town. The navy needs men of intelligence and good character, the bright boys from the farm, young lads from the city who otherwise would have to spend their lives in the factories. The navy needs these men and is getting them all the time. Why? Because largely there have been many changes from the old methods, because no workingmen in the world have better food, more comfortable clothes, more sanitary housing, more opportunities for mental improvement, more wholesome recreations."

One of the most interesting booklets I have seen is "The Making of a Man-o'-Warsman," which any one may have sent to him free by addressing the Bureau of Navigation, Box 62, Navy Department, Washington, D. C.

How the Farmer Got His Car.

A FARMER lived among his fields

So many miles from town,

It took a week by boat and train

To journey up and down.

He wished to buy a car, but lo!

Was getting in the hay,

And could not spare the time to take

A trip so far away.

And still he yearned with all his heart

To own a good machine.

While summer days were warm and bright,

And hills and valleys green.

He thought about the pleasant rides

On balmy evenings late,

He might enjoy, when work was o'er,

And vowed he could not wait.

He got a weekly magazine

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And found ere long the very kind

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How Torpedo Boat Destroyers Do Their Work

(Continued from page 648.)

starting lever of the torpedo is released in the tube and it strikes the water, the little four cylinder engine begins to get headway and is turning the two propellers at an unbelievable number of revolutions per minute.

This little engine that a man could carry under one arm is capable of making about 100 horsepower.

The men adjust the torpedo for a 4,000-yard run at about a three-foot depth. As soon as they get it adjusted the air compressor is started and they begin to fill the air chamber. When they get about 2,200 pounds of air in it the air is shut off, the final adjustments are made, the oil is put in and the torpedo is run into the tube. The rear door of the tube is closed, the impulse charge put in and the pointer takes his seat in the middle of the twin tube and begins sighting along the torpedo director, a mechanical device for determining the angle at which the torpedo shall be fired at a moving target with the ship going at a certain speed. The torpedo is then ready for firing. The main engines of the ship are started and soon gain headway to thirty knots. All lights are obscured and there is nothing but dense darkness all around.

Through the telescope the pointer finds the light on the target which is moving about five miles away. The ship goes head on for the light until it gets within 4,000 yards of it and then turns suddenly at right angles to the target. The pointer trains the tube until he can see the light at the center of the crossed lines in the telescope and presses the lever. "Puff," the torpedo

hits the water with a splash and is on its way to the target. There is no noise and nothing to be seen, until, through the glasses one can see another light at the rear of the target, seemingly coming out of the water. It is the calcium phosphide light in the head of the torpedo, that possesses the peculiar property of burning in the water and is used to show where the torpedo goes. When this light has appeared we know that the torpedo has broached or finished its run and has come to the surface.

We are nearly at the target by this time and as soon as we get there a boat is lowered, which goes over to examine the target and to get the torpedo. We hear the men in the small boat cheering. The pointer has secured a hit. They then tow the torpedo alongside the ship where it is hoisted by a deck winch. It is then wiped off, blown out and greased, put in the tube and as soon as it is overhauled is ready for another run.

There are two different heads to a torpedo—a war head and a practice head. The war head contains 250 pounds of gun cotton, while the other, although of the same weight, contains no explosives. With torpedoes costing about \$8,000 each, putting a war head on and exploding every torpedo fired would prove expensive to the government, whereas, by using a practice head there is no damage done, and there is hardly any expense, while the results are nearly the same. The accompanying pictures give a fair idea of how a torpedo looks going through the air, also a picture of the U. S. S. McCall. The torpedo pictures are remarkable owing to the speed at which they have to be taken in that position.

Go to Market.

PUBLIC markets mean cheaper living for all who will take the trouble to patronize them. Dock Commissioner Tomkins, of New York, thinks that wholesale markets under municipal control, giving "free, unrestricted wholesale competition," would solve the problem of high table cost. It would help greatly. And so would public retail markets, bringing, as they do, the producer in immediate contact with the consumer. Many cities already have such markets—Baltimore notably, whose splendid system of public markets, strategically located in various parts of the city, helps to make Baltimore one of the cheapest cities of the country in which to live. A half dozen Brooklyn housewives have done away with the small dealer by buying once a week in large quantities through one of their number. It has cut their grocery bills almost in half, as it will do for any others who are willing to take that trouble. There is little doubt that farm products pass through too many hands, entailing too many profits, before they reach the ultimate consumer. Public markets enable producer and consumer to deal with one another first hand, and if the public be willing to go to market it will mean a tremendous saving.

But there is little to be commended in the plan inaugurated by a New York minister. With rent-free rooms, with an expert buyer in the wholesale markets giving his services, with a few helpers who also receive no remuneration, he has been able on certain days at certain hours to sell more cheaply than the corner grocery certain staples, like potatoes, cabbage and apples, to those who come and pay cash and take their purchases away with them. Why shouldn't he? Had he the expense that these stores have which keep open six days of the week, carrying a large and varied stock for the convenience of the public, with rent, heat, light, clerk hire, delivery, etc., we doubt if the clergyman could sell as cheaply as they. We feel sure, too, if the minister were serving a church whose members conducted their private business on the basis upon which he is making these sales, the salary paid its minister by such a church would be small in size and the payments at wide and irregular intervals. This method will make no appreciable effect on the cost of living.

We may have too many middlemen and their charges may be sometimes excessive. But the middleman has a right to a fair profit. Business can't be conducted any other way and long survive.

Luncheons at Cost.

A LUNCHEON that makes your mouth water as you read of it has been served by the women of the Immanuel Baptist Church, of Chicago, for fifteen cents. The church women inaugurated the plan as a protest against high restaurant prices, and three hundred women took advantage of the opportunity the first day. Several downtown Episcopal churches in New York have had lunch rooms for some time. The first uptown church to take up such work is the Brick Presbyterian. For the benefit of working women in the district of the church, a young women's organization of the parish has leased rooms on Thirty-sixth Street. They start out modestly, with a capacity of eighty diners at one time, but, if successful, it is hoped to be able finally to have room for one thousand persons.

When one considers the small wages of the average working woman in a great city, the car fares to and from work and even a small amount each day for lunch make a big hole in the weekly pay envelope. In these days of high food prices, any plan which offers them a wholesome, nourishing luncheon at a small figure is to be highly commended.

Commenting on the Chicago experiment, the statement is made that "food has two functions—one nutrition, and the other social. It is the social function that makes it cost so much. If the nutritious value alone were taken into account, people would live for a song." The social element of the meal is one of its most important features. But cannot that be had without the wastefulness and extravagance characterizing not only the restaurant, but often the family table? Provided the food be toothsome and sufficient in quantity, the social function of eating may be enjoyed quite as much by the poor as by those who fare sumptuously.

These cheap luncheons show what can be accomplished by small expenditures when backed by study in buying and carefulness in preparation. If people will swallow their pride and be willing to purchase the cheaper cuts of meats, which are often more nutritious than the higher-priced pieces, and will learn to prepare them so that they will be tender and palatable, following the same course with all other articles of diet, we will live better and cheaper, and enjoy the social function of the meal as well. We will also live better if we refrain from over-eating, which is too general, and avoid many dishes which are injurious as well as costly, and which are partaken of merely to please the palate.



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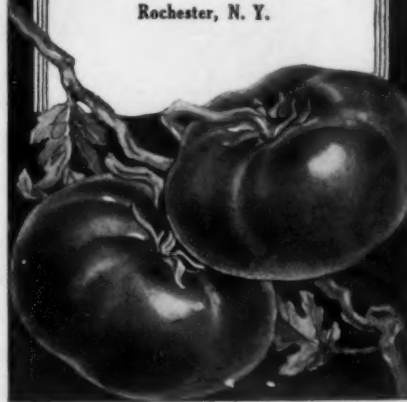
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Contains only those ingredients Recognized and Endorsed by the U. S. Government.

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Heating Without Flame.

IN SPITE of an already long list of useful inventions, science frequently makes discoveries which can be applied with good results in practical life. Among the latest of these is a new method of gas heating, credited to Professor W. A. Bone, of Leeds (England) University, who believes that it will work a revolution in fuel economy.

The new process is based on the fact that hot surfaces promote combustion of gases. A porous "diaphragm" is made of particles of fire brick bound together in a casing, with a chamber for introducing gas at the back. The gas flows through the diaphragm and is ignited as it comes forth, giving a white flame. The flowing gas is gradually mixed with air, the flame disappears, while the diaphragm becomes red hot and radiates heat. The diaphragm is used for cooking purposes, but the process is adaptable to heating furnaces, raising steam in boilers and melting metals.

DIFFERENT NOW

Since the Slugger, Coffee, Was Abandoned

Coffee probably causes more biliousness and so-called malaria than any one other thing—even bad climate. (Tea is just as harmful as coffee because it contains *caffeine*, the drug in coffee.)

A Ft. Worth man says:

"I have always been of a bilious temperament, subject to malaria and up to one year ago a perfect slave to coffee. At times I would be covered with boils and full of malarial poison, was very nervous and had swimming in the head. 'I don't know how it happened, but I finally became convinced that my sickness was due to the use of coffee, and a little less than a year ago I stopped coffee and began drinking Postum.'"

"From that time I have not had a boil, not had malaria at all, have gained 15 pounds good solid weight and know beyond all doubt this is due to the use of Postum in place of coffee, as I have taken no medicine at all."

"Postum has certainly made healthy, red blood for me in place of the blood that coffee drinking impoverished and made unhealthy." Name given by Postum Co., Battle Creek, Mich.

Postum makes red blood.

"There's a reason," and it is explained in the little book, "The Road to Wellville," in packages.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

Is Our Navy Holding Its Own?

By Sidney Graves Koon, M.M.E.

FOURTEEN years ago the average European naval critic so little appreciated the United States navy as to freely venture the prediction that that count now, and we both started building this type in 1906. Germany's lead has all been piled up since that date. And Germany's twenty-one are, on the average, heavier ships than our ten.

In numbers of Dreadnoughts under construction, the United States is far behind Great Britain, with fourteen building; Germany, with twelve building; Russia, with seven building, and Japan, with six building. We are just barely even with France, Italy and Austria, with four ships each. Ship for ship, ours are more powerful

HOW THE NATIONS ARE INCREASING THEIR NAVIES.

Comparative size of existing navies shown by the white spaces, and of the additions underway by the dark spaces.

HOW THE NAVIES ARE ASSORTED.

Comparative view of the size of each navy, and of the variety of vessels it contains. Dark spaces with oblique lines show dreadnoughts, dotted spaces battle cruisers, white spaces battleships, and dark spaces, with horizontal lines armored cruisers.

SPEED OF THE NATIONS' BATTLESHIPS.

The figures show the average number of knots per hour which the various fleets of these floating fortresses are capable of making.

Nation	Speed (knots per hour)
ENGLAND	21.41
GERMANY	21
UNITED STATES	19.89
FRANCE	20.37
JAPAN	21.15
RUSSIA	20.42
ITALY	21.5
AUSTRIA	20.45
FRANCO-RUSSIAN	20.39
DREIBUND	21.03
CONTINENT	20.75
ENGLAND-JAPAN	21.35
ANGLO-SAXON	20.95

passing successively from seventh to sixth, then fifth, fourth, third and finally second place among the navies of the world. Just at present we are falling back into third place again, and our Democratic Congress has even been talking of putting a stop to the very moderate (in fact, totally inadequate) program of increase under which we have been operating for the past six years. The administration wants four battleships; the Democrats (except for the ever-ready Hobson) say none at all. A compromise on two ships may be expected.

All this means nothing by itself. But when we learn that Germany is to build this year three battleships and two battle cruisers—five capital ships against our possible two—the matter begins to show up in its true meaning. For Germany is the Power which has been creeping up on us steadily and surely and as inexorably as fate. Ever since 1900 the Germans have been building battleships on a predetermined and well-defined plan—so many new ships each year, with others to replace the old ones as they are retired under the age limit. This was all very well so long as the ships were of the mediocre types built previously to 1906. But when the same numbers of ships began to be interpreted in Dreadnoughts instead of second-raters, the entire situation was changed.

Germany has to-day nine Dreadnoughts built and twelve building. We have six Dreadnoughts built and four building. We are well ahead on the older types, but it is the Dreadnoughts

two 12-inch, sixteen 10-inch, 128 8-inch, and 123,280 pounds total fire from 6-inch guns and heavier. On January 1st, 1912, there were only four armored vessels under construction, amounting to 106,000 tons, 48,400 pounds fire from forty-four turret guns (twenty-four 12-inch, twenty 14-inch), and 52,600 pounds total fire from 5-inch guns and heavier. These ships are individually worth twice their number of the older ones, but four will scarcely equal twenty-six!

And so the United States, with a total of 127,355 tons of warships building, sees Japan, with 168,750 tons, and Russia, with 176,060 tons, gaining from the rear; while Germany, with 337,700 tons, and England, with 428,430 tons, are pulling farther away from our front. Germany's Dreadnoughts under construction alone (twelve ships of 290,050 tons) account for more than double our total construction, while they form a much larger force than our entire Dreadnought fleet, built and building (ten ships of 221,650 tons).

So our titular question may be answered, "No, the American navy is not holding its own!"

A brief glance at the naval situation today may be of interest. We will consider only battleships and armored cruisers—the backbone of fighting fleets. The eight chief naval Powers are tabulated below—all together—with figures added for the Dreibund (just renewed for another term) and for the Anglo-Saxon and the Franco-Russian combinations and the English-Japanese alliance.

(Continued on page 660.)

NAVY	DREADNOUGHTS		BATTLE CRUISERS		BATTLESHIPS		ARMORED CRUISERS		TOTAL		BUILT		BUILDING	
	No.	Tons	No.	Tons	No.	Tons	No.	Tons	No.	Tons	No.	Tons	No.	Tons
England	22	40,350	12	17,650	42	41,750	18	54	94	109,800	21	41	95	137,500
Germany	18	30,810	10	14,257	27	5	11,427	18	39	9	9,425	21	39	53,034
United States	10	22,165	20	89	26	33,414	17	99	15	18,654	22	50	7,423	19
France	4	8,256	21	31,005	18	18,956	22	33	44	52,329	20	37	40	49,961
Japan	2	4,160	20	5	11,000	35	0	17	24,538	18	43	81,001	21	5
Russia	7	13,900	22	56	9	12,250	17	49	6	6,850	20	22	22	34,750
Italy	4	8,620	22	22	8	9,570	20	67	7	6,105	21	15	15	15,750
Austria	4	8,000	20	5	6	7,461	20	54	1	7,300	22	11	11	14,912
Anglo-Saxon	11	25,068	22	0	31	43,255	18	54	24	25,345	21	91	66	98,079
Frano-Russian	34	52,474	20	87	6	11,427	27	5	35	42,025	19	23	17	142,586
Dreibund	35	77,518	21	23	5	11,427	27	5	66	85,280	18	39	41	41,601
Continental	34	52,495	21	07	13	29,650	27	09	69	85,598	18	43	48	48,200
England-Japan	32	70,500	21	03	9	18,750	152	18	67	96,140	18	35	49	58,345
Anglo-Saxon	32	70,500	21	03	9	18,750	152	18	67	96,140	18	35	49	58,345

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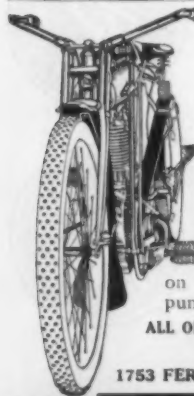
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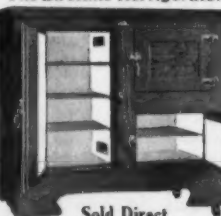
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"AN UNEXPECTED THUNDERSTORM."

Judge, 225 Fifth Ave., New York

In answering advertisements please mention "Leslie's Weekly."

Merits and Claims of the Presidential Rivals

(Continued from page 642.)

best legislation. His accomplishments are without a parallel in the history of the State.

III. Favored as he is by the business sense of the country, backed as he is by the farmers and small home owners, who know of his achievements in Ohio as a lifter of burdens and a champion of justice and equality, Governor Harmon would grow in strength with each day's progress of the campaign.

IV. He has made his party a power in Ohio, because his administration has been businesslike and sensible and fair to all. Never did the Democratic party command more eminent respect in Ohio than now. His administration has made Ohio Democratic, and one term of Judson Harmon in the White House would mean several successive Democratic administrations.

V. Judson Harmon is a resident of the pivotal State, Ohio, the electoral votes of which are needed to place a Democrat in the White House. He carried the State by 19,000 in a presidential year, although the Democratic nominee for President was defeated in Ohio by 70,000, and two years later he was re-elected Governor of Ohio by 101,000 despite the powerful aid that President Taft, former President Roosevelt and nearly all of the President's Cabinet gave to his Republican opponent.

HUGH L. NICHOLS.

Woodrow Wilson.

By William F. McCombs, Manager of the Woodrow Wilson Campaign.

NEW YORK, N. Y., May 21, 1912.

EDITOR OF LESLIE'S—The date of the National Democratic Convention, at which it will be the duty of the representative Democrats of this country to select a candidate for the presidency of the United States, is close at hand. At this juncture in our public affairs it is essential that the party should give the most mature consideration not only to the fitness of the man to be nominated but to his availability.

Governor Wilson's fitness for the office has been thoroughly demonstrated. For a period of over thirty years he has been a profound student of government and of political affairs. His pre-eminence in this respect is recognized the world over. As the president of a great



WILLIAM F. MCCOMBS.

institution he showed marked executive ability. It is to be remembered that the head of a large university must, to be successful, first of all have great administrative skill. It is just as requisite that he should have it as the head of any large business. The great administrative accomplishments of Governor Wilson at Princeton are well known. When he became Governor of New Jersey he carried this equipment with him. It is no surprise to those who knew him during the years of his activity that he has such a brilliant record of achievement as Governor of New Jersey. Even with a Republican senate in that State against him, he redeemed every pledge he had made to the people.

Governor Wilson is intensely human. He knows how to deal with men. He has an attractive personality. He has great magnetism, which is an essential element of leadership. He does not drive men, but through his forceful personality and broad grasp of affairs they recognize in him a leader. Throughout his career he has urged the doctrine of true Democracy. In his speeches he has again and again contended that,

"Nations are renewed from the ranks of unknown men. National life is renewed from the bottom and not from the top. The common man has a divine right of a chance to arise."

Governor Wilson has made a deep impression upon the minds of the people of this country. As a public speaker and

campaigner he is without a superior. His effectiveness in this behalf was shown when he was a candidate for Governor in New Jersey in 1910. He carried that State by a plurality of over forty-nine thousand. For sixteen years before that the State had been hopelessly Republican and the Democracy was utterly dispirited. The victory was achieved by Wilson's great personality and wonderful ability to convince. New Jersey now not only has a great Governor, but a real, forceful, militant Democracy, under Wilson's guidance. He will make the same compelling appeal to the entire country as the Democratic nominee for the presidency, and when elected will foster the virility of the party throughout the nation.

In New Jersey Governor Wilson accomplished what the Democratic party must accomplish in the campaign this year, namely, win to itself the independent voters. It may well be that the Republican party will nominate a candidate who will make a strong appeal to many Democratic voters. The Democratic nominee must not only hold the regular Democratic vote—he must do more. In order to win he must also get many thousands of votes in addition to the regular party votes. This, Wilson, as the nominee, will do. He makes an especial appeal to the young men of the country—to the first voters. During the past year hundreds of Woodrow Wilson clubs, organized by young men, have sprung up spontaneously. It is essential that the Democratic party have this vote, and the vote of those who will be attracted by great personality and ability and by a big man who holds steadily to sound fundamentals. This man is Woodrow Wilson.

The Democratic party by nominating him will insure the election of a Democratic President, and the election of Woodrow Wilson will mean the restoration of the office of the presidency to the position of great dignity which it should have, and the country will have as its chief executive a man of the soundness, scholarship, and ability of Jefferson.

WILLIAM J. MCCOMBS.

Is Our Navy Holding Its Own?

(Continued from page 659.)

It will be noted that our average speed (19.89 knots) is the lowest of all, the British and Italian being more than 1½ knots better. In average size of ship, we are behind England, Germany, Russia and Japan. In Dreadnoughts and Dreadnought cruisers, considered together, we rank third. In the older types of battleships and armored cruisers, we are second; but Germany so outclasses us in the modern types as to stand easily second on the total—in spite of the fact that we are more than 100,000 tons ahead of Germany in ships already in service. Our greatest present weakness is in Dreadnought cruisers.

Coming to the political combinations, the Anglo-Saxon outranks any other group. In fact, the two great English-speaking nations could easily offset continental Europe. With Japan aiding the continental Powers, it would be a very pretty fight. The Dreibund has more than a two-to-one lead on the Franco-Russians in modern ships; in the older ships, the latter are a trifle the stronger; on the whole force, the Dreibund has a comfortable lead in ships in service, which will be largely increased by ships building. All this is shown by the diagrams.

Reverting once more to the United States: With the Panama Canal nearing completion and calling for defense, with the Monroe Doctrine respected only so far as our long arm (the navy) can command respect, with our insular possessions covetously eyed by at least two important Powers—nothing should be allowed to prevent our maintaining the navy at the very top notch of efficiency and strength. The four battleships asked by the administration form a modest enough addition to our forces. Patriotism and good judgment both demand their prompt construction.

A Paradox.

I think it's the funniest joke, That when you've no money you're broke; And when you've no brains—it's a fact— You're not broke at all—only cracked!

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Fashion's Extremes at the Paris Races

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UNDERWOOD & UNDERWOOD

The nearest approach to trousers: The extreme of the harem skirt. A costume that excited the attention of the most blasé, though the wearer was not concerned.



Black broadcloth skirt, white broadcloth jacket, cutaway style. A striking costume from the contrast of skirt and jacket among many others that challenged attention.



Left, black and white costume with waist of black dotted net over white skirt, showing two different styles of striped silk. Right, black broadcloth gown with lace yoke, coat of tan.



A reminder of the hoopskirt; pannier costume in light grey taffeta.



Navy blue taffeta suit trimmed with red and black velvet ribbon.



Suit of tan broadcloth trimmed with dark brown, the waist veiled with chiffon.



Suit of navy serge with shawl collar trimmed with fringe.



The pannier in one of its most striking effects.



Black liberty dress with tunique and fichu of accordion pleated white lace.

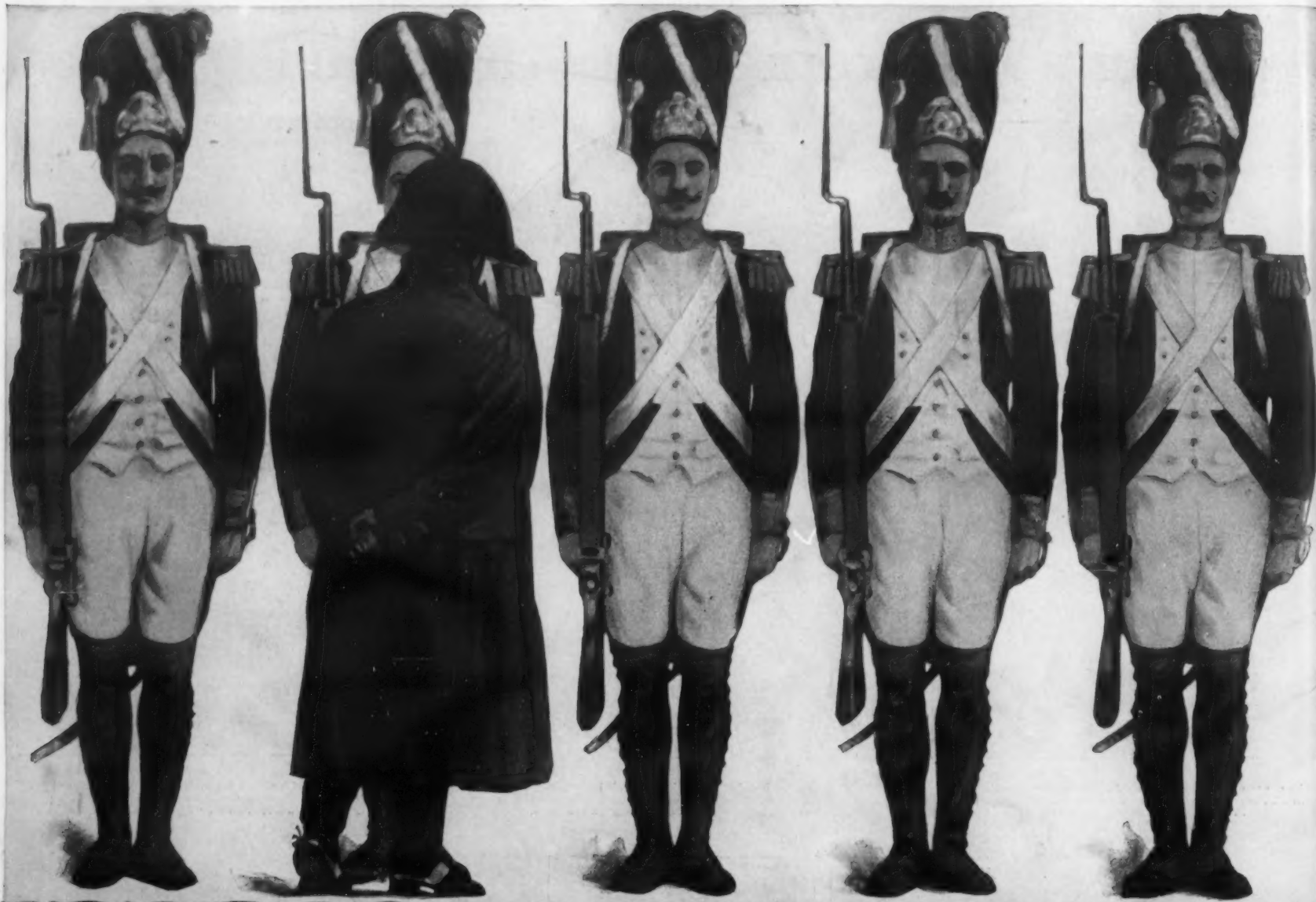


Suit of black and white striped silk, black broadcloth jacket with large jabot.



White broadcloth costume trimmed with black, pannier shaped tunique with a point in back, and pinked border.

TRANSATLANTIC CO.



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Clegg Bros., Youngstown, Ohio.
Chattanooga Feed Co., Chattanooga, Tenn.
The Standard Cereal Co., Chillicothe, Ohio.
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